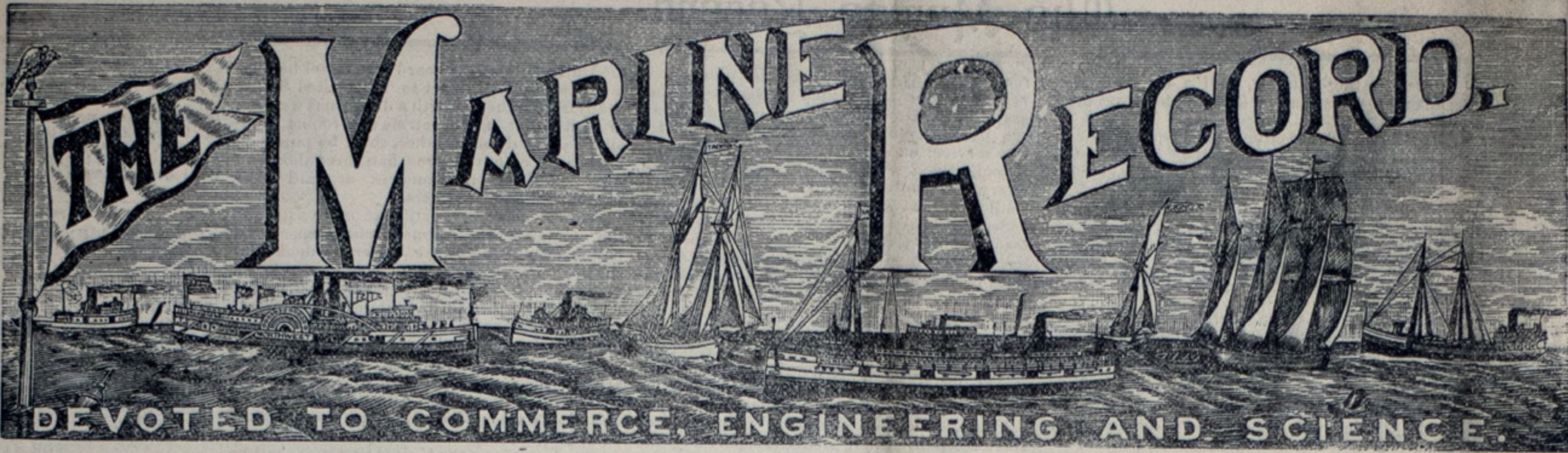




De. Bel Isle & Windsor Ferry Co. 68

VOL. X No. 9.

CLEVELAND, O. MARCH 1, 1888.

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SHIPPING AND SUBSIDY.

Thirty years ago, when the foreign and coastwise trade of the United States was in significant comparison to its present dimensions, 75 per cent of it was carried by United States vessels; to-day foreign vessels carry all but 14 per cent of it. The toll paid by the United States to foreigners for ocean freightage is \$150,000,000 per annum. There are European ports in which a vessel carrying the American flag has not been seen for twenty years. Thirty years ago we were the second mercantile maritime power of the world, and were running hard for the first place; to-day we hardly hold our own with a provincial dominion like that of Canada. Shipbuilding in the United States is almost a lost industry, and 177 trades are employed in the building, and sailing, and victualing, and furnishing of a first-class vessel. The mere building of one steamship of 2,500 tons burden, hardly a first-class vessel nowadays, employs six hundred men of thirty different trades, at an average salary of \$500 a year.

The United States is the only country that sleeps contented with an inferior mercantile and war navy. Whitaker's almanac (English) for 1887 closes an exhaustive review of the mercantile marine of the world in these words: "Convinced that our (England's) empire of the sea rests upon our shipbuilding pre-eminence, our continental neighbors are employing every means to direct the trade into their own hands. Italy is following France in the adoption of a liberal system of bounties to her shipbuilders and ship owners, while Germany, under the masterful direction of Bismarck, is sparing no effort to build a home merchant marine. * * * Our shipping enterprise is the foundation of much of our national success; we must not, therefore, allow it to be hampered, impeded and crippled by the electioneering crusades of doctrinaire politicians." The "doctrinaire politicians" are the free-traders who denounce subsidies to ocean-going ships. England is not yet ready for them, free trader as she is in all else.

This country has developed its mining, farming, and agricultural resources as no other country has done in the last thirty years; it is now ready to do a large foreign trade, but it must have ships to do it with. We raise raw cotton, English ships carry it to Liverpool, and English ships carry it back as manufactured goods to countries that are parts of this continent. England exports cotton manufactures to Brazil, the South American republics, Mexico, and to Spanish islands of the West Indies to the value of \$45,738,000 yearly; the exports of the United States to the same countries are only valued at \$4,563,000. Great Britain sells four times as much to Brazil as the United States does, nine times more to Uruguay, ten times more to the Argentine Republic. Why? "Great Britain subsidizes a merchant fleet to sail along the South American coast, through the Straits of Magellan, reaping a surprising profit, in return for the subsidy expended." That is why. The advantages of nature are with us; the advantage of a liberal maritime policy is with our rival.

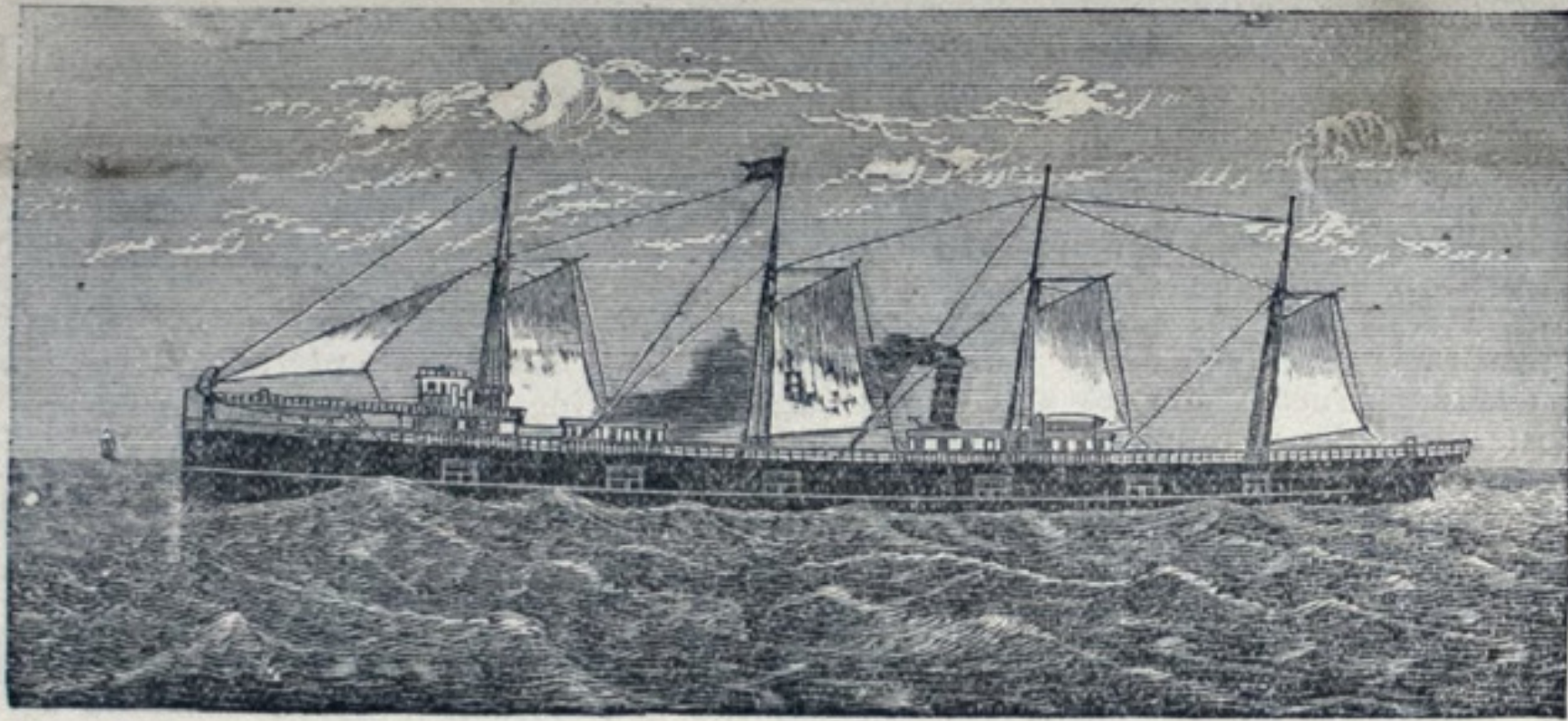
Our postal department pays to American ships carrying mails to Southern and Central America and to the West India Islands \$10,000 a year; England pays for the same service \$500,000. She pays fifty times as much as we do to encourage ships on these few routes, and receives \$45,000,000 of trade against our \$4,000,000 as a result. George Washington told congress that "to force shipbuilding at home is to augment navigation." Not merely to foster, mind you, but to "force," as by hot-house cultivation, by means of bounties and special encouragements. Commerce follows a regular mail—that is, now axiomatic. How much did the country do to encourage a regular overland mail between the Atlantic and Pacific, and how vast have been the results of such encouragement? They are beyond compute.

The object of the league now in convention is to force upon congress a liberal maritime policy. The object is a necessary one, and the season is auspicious for its inception.

LAUNCH OF THE E. P. WILBUR.

The weather was propitious, a moderate temperature had replaced the inclement air of previous days, as if to honor the birth of a new life. The throng of spectators, numbering several thousand, had assembled to witness the ceremony which was to sever the fabric of marine skill from terra firma. The usual hum of anticipation, the curiosity as to mechanical details, speculation as to success or failure characterized a scene of stir and color. As the moment approached the gentlemen who were specially invited were seen to move toward the boat and every neck was stretched to catch the word of command which would consign the graceful structure to the embrace of the lakes. At last the boat started, moving slowly down the ways. As she gathered headway the voices of the assembled multitude chorused a glad welcome. The swaying mass echoed and re-echoed, cheer after cheer, until long after she had reached the water, in which she gracefully swam to the length of the restraining hawser, and the launch was an accomplished fact.

The event was a success from every point of view. More admirable arrangements could not have been made. At all events and literally, as smooth as it gressed" and



our lake flotilla numbers another staunch and slightly craft.

No accident marred the pleasure of the occasion. With admirable foresight, John Smith had provided for every contingency, not even did the inevitable small boy tear his trousers. *Sic transit!* The lake is *in situ* its pure bosom inviting fresh embraces. Who shall next contribute to the prosperity and importance of our commerce?

Mrs. W. P. Henry christened the boat by energetically breaking a bottle of champagne over the capstan at the bow. At the same instant the bunting holding the legend E. P. WILBUR, was swung to the breeze, corresponding with the entry of several days ago in the memorandum of the MARINE RECORD.

Construction—Length over all, 308 feet; keel, 290 feet; beam, 40 feet; depth of hold, 24 feet and 6 inches.

The engines are from the Globe Iron Works Company, triple expansion, 24 by 38, and 61 by 42 inch stroke; horse power, indicated, 1,200; three boilers each 12 feet by 11 feet 10 inches diameter; wheel, sectional, 14 feet in diameter, 17 feet pitch; estimated carrying capacity, 2,650 tons; speed (calculated average) 12½ miles; cost, \$250,000. Ready for business on May 1.

She is provided with all modern improvements, including Providence steam windlass from American Ship Windlass Company, Providence, R. I., steam steering engine from Williamson Bros., Philadelphia, improved pumps, etc. In fine, she has the outfit of a first-class steamboat.

The Globe Iron Works Company, since the close of navigation in 1887, have launched two fine steel steamers, and the E. P. Wilbur is one of the best boats yet floated on the lakes. She has many features of an ocean going steamer, and is provided with engines for hoisting sail, handling cargo, anchors, etc.

Captain Evans expressed himself as thor-

oughly satisfied with his new steamboat, speaking most highly of the details of her construction, and the symmetry of her model.

The RECORD again calls attention to what seems to be an inherent flaw in the administration of our public affairs. No one can have failed to observe that the wise men who meet yearly at Washington to prescribe necessary and placable doses for the body politic, are peculiarly liable to sudden attacks of dimness of vision. Special legislation is opposed to the principles of the most enlightened government on earth, but special care to conserve the best interests of the greatest number is equally an axiom in the United States. On this last occasion, before the meeting of the Lake Carrier's Association on the 3d inst., we desire to invite special attention to some dangerous bills, viz.: House Bill 6135, 1527, 1995, 5460, 1448, 1517, 1821.

These proposed measures are dangerous to lake navigation. A word to the wise is sufficient.

NOTE—In our supplement, printed this week, will be found summaries of bills introduced in Congress, relating to commerce and navigation. We invite comment upon them, being now, as ever, desirous of voice the best thought of the goodly audience of the RECORD.

AROUND THE LAKES.

KENOSHA

Special to the Marine Record.

Captain Alfred Miller has purchased the schr. Jura, from J. C. Lockwood of Milan, O., for \$6,000. The Jura was built in 1862. Registers 227 tons and rated A2 last season.

Captain C. C. Miller has been looking over the schooner Rainbow, of Racine, with a view of purchasing the same.

Captain B. W. Cameron of the life saving station, has returned from a weeks visit in Chicago. C. A. E.

TOLEDO.

Special to the Marine Record.

There is about one million seven hundred thousand bushels of grain at this port.

Ralph Home will be engineer of the tug Birkhead of the coming season.

Captain Fitch of the schooner Thos. L. Parker is here, making a few repairs to the vessel.

Howell's new steambarge for the fish trade, will be called the Douglas.

Had a cold wave the fore part of the week, and "break up" in the river has been postponed indefinitely. C. O. D.

MARINE CITY.

Wm. A. Love, the boiler maker, has been making some repairs on the steamer Mary. Last week he went on board the boat to look after some tools which had been left there, when he discovered that she was leaking badly, in fact, then had five feet of water in her and it was coming in fast. Pumps were set at work, but not until the water works were called to play and a siphon set at work did they make much headway. After she was pumped out it was found that a sea-cock had burst. There was considerable discussion among the engineers present as to whether a siphon could be worked by water pressure taking the place of steam, but a practical test demonstrated that it could be done with good success. Geo. Merrill, the engineer, is now at work on this steamer getting her ready for her season's work.

BUFFALO.

Special to the Marine Record.

Superintendent Babcock, of the Union Drydock Co., got the splendid new steamship Chemung off the stocks on time at 2 p.m. Wednesday. The launch was a most successful one, and was witnessed by a large crowd. She is drawing 3 feet 8 inches forward and 6 feet 4 inches aft, and presents an elegant appearance. She is a duplicate of the steamship Owego. A description of her dimensions, etc., has been published recently in the MARINE RECORD.

Hands & Johnson's tug line will have two new tugs the coming season.

Samuel McCutcheon is putting a new iron boiler house and new smoke stacks on the Lehigh Valley line's steamship Oceanica; also, new smoke stacks on the Tacoma and H. E. Packer, of the same line.

The L. M. and L. S. Co.'s propeller Jay Gould is in one of the Union Co.'s drydocks, receiving an extensive rebuild. Captain Lyman Hunt is superintending.

The propeller Starucca, of the Union line, went out of one of the Union Co.'s drydocks Saturday, and the propeller Gordon Campbell, of the Anchor line, took her place. The latter is getting an extensive rebuild. Captain J. S. Dunham, of Chicago, was in Buffalo Friday.

General Manager Bullard, of the Union Steamboat Co., returned from Florida last week, fully restored to health.

General Manager Evans, of the Anchor Line Co., returned on Saturday from Europe.

Captain W. D. Robinson, supervising inspector, returned Sunday, after a six weeks' sojourn in Washington and New York, on business.

Geo. H. Notter, shipbuilder, is building a passenger steamer for the Alexandria Bay Steamboat Co. to run on the St. Lawrence river. She is 120 feet over all, 21 feet beam, 7½ feet depth of hold. Her engine will be a fore and aft compound, 16 by 24, high pressure, 28 by 24 low pressure, by H. G. Trout, King Iron works, and steel boiler, 17½ feet diameter, 13 feet long, by M. Riter, Eagle boiler works. A steam yacht, 66 feet over all, 12½ feet beam, 5 feet depth of hold, for H. Curtis, Buffalo. She will have an engine 10 by 12, by Sutton Bros., and a steel boiler, 4½ by 8½ by Riter. Notter is also building a steam canal boat and two consorts.

O'Grady & Maher are building for Hands & Johnson's tug line a tug, 82 feet over all, 18 feet beam, 10 feet depth of hold. Her engine, 22 by 24, will be built by Donaldson & Whitman, and boiler, 7 feet 8 inches by 14 feet, by the Buffalo boiler works. Also, a tug, 76 feet long, 17 feet beam, 9 feet 9 inches depth, for the same line. Her engine 20 by 22, and boiler 7 feet 3 inches by 13, will be built by the above named firms. A tug for Woods & McMinn, 60 feet long, 15 feet beam, 6 feet 6 inches depth of hold. Engine 16 by 16 by 18, boiler 6 by 11½. A tug for Cotter & Walker, 42 feet long, 11 feet beam, 5 feet depth of hold. Engine 10 by 12, boiler 3 feet 6 inches by 8 feet 6 inches. A steam yacht for John B. Edmunds, 50 feet over all, 8½ feet beam, 4 feet hold. Engine 7 by 8, boiler 3 feet 6 inches diameter, 5 feet 6 inches high.

Sutton Brothers, marine engine builders, are building a marine engine 10x12 for a steam yacht building at Notter's ship yard. A marine engine 10x12 for a tug building by O'Grady and Maher for Cotter and Walker. A marine engine 13x14 for Owen and Beck, Buffalo, for a tug to be built by O'Grady and Maher. A marine engine 12x14 for a steamer, building for R. M. Bradley, Bay City.

Hugh Hogan's grocery and vessel supply store at 100 and 102 Elk St., will be found well supplied with the very best goods when the season opens, and Hugh will be glad to have all his old customers and lots of new ones call around. He supplied 150 vessels of all classes last season and hopes to increase that number the coming season.

General manager Bullard, has announced the following appointments for the Union Line steamships: Chemung, Samuel Shannon master,

Owego, Walter Robinson master, Tioga, John Byrne master, John Mayberry engineer; H. J. Jewett, A. A. Phelps master, F. Rehbaum engineer; Rochester, William Thorne master, Joseph Phillips engineer; New York, William Fletcher master, Joseph Howlett engineer; Avon, Stephen Lyons master, Wm. Skelton Jr. engineer; Portage, David Bordeaux master, John L. Rawson engineer; Starucca, C. S. Turay master, Robt. E. Walker engineer; Nyack, Robert Rhynas master, H. C. Jordan engineer, C. L. Simmons purser.

George Mallory will furnish the engineers for the Chemung and Owego.

Captain John Baxter of Buffalo, has been appointed captain of the government light house supply steamer Hayes, vice captain McKenzie resigned.

We congratulate captain Baxter on his appointment, and consider him the right man in the right place, and a more skillful navigator cannot be found on the lakes or seas.

WILLIAMS.

BAY CITY.

Special to the Marine Record.

The barge E. F. Gould, is having new upper works.

The barge Mariner, owned by D. F. Patzer, is having about \$2,000 laid out upon her in repairs this spring.

Messrs. D. Saveland, has purchased one-fourth the interest in the Saveland, for \$5550.

James E. English, of Escanaba, contemplates disposing of his interest in the Lucile, to Escanaba parties, who will add another boat making a line to trade in that vicinity.

Frank Loudon and Jacob Schwartz, have purchased Captain Pinets, interest in the barge Commodore and steambarge Birkhead, the change making Messrs. Pinet Bros. complete owners of the W. L. Peck, formerly owned by Frank Loudon.

The steambarge Mamie, has been purchased by East Saginaw parties, for \$27,000.

The propeller Champlain, burned off Charlevoix, last summer with a loss of twenty-four lives has been rebuilt and will come out under the name of Charlevoix. She has been elegantly fitted up for the passenger trade.

The steamer Samuel Matthew's, rebuilding at Grand Haven, will be rechristened the Mark Hopkins. She has been purchased by Messrs. Hopkins and Secor, of St. Clair, Mich.

The steam barge Burlington is at Roberts' dock receiving new bulwarks, decks, and is having a general overhauling.

Captain Fred Berkley has sold one third of his interest in the tug Edgar Haight, to Captain Armstrong, for \$750.

Captain Fred King will sail the fire tug James Hays this season, and Capt. B. Knowlton will command either the propeller Plowboy or the new Armstrong boat, Post Boy.

Captain G. King has sold his tug Geo. B. Dickson to a R. R. Co. at Fairport, O., for \$4,600. Mr. Armstrong says she was in good condition and could not be duplicated for \$10,000. Reasons given by Mr. King for selling, the tug business, is not profitable to him. H.

ASHTABULA.

Special to the Marine Record.

A bill has been presented to the legislature, allowing Ashtabula to issue bonds not to exceed \$50,000, the sum to be expended in widening the river at Ashtabula Harbor. This contemplated improvement will result in improving navigation very much at this port. At Bridge Street there will be put in a swing bridge, 240 feet long to swing in the center with a channel on each side, 100 feet in the clear. When this improvement is completed as now contemplated, it will give us a channel of 300 feet below the bridge and 200 above.

A contract has been closed for the building of 800 feet of new docks at Ashtabula Harbor. There is a new company who came here and expected to handle 800,000 tons of iron ore. The docks will be built on Lake Shore R. R. along the river.

The Pennsylvania Co. are putting up 1,000 feet new trestle for ore. They are also building 400 feet new docks. They will put on the dock an eight hatch hoist machine. S.

Continued on Fifth Page.

BILLS IN THE INTEREST OF COMMERCE AND NAVIGATION.

BROUGHT BEFORE THE 50TH CONGRESS,
1ST SESSION.

House Bill 1208, presented January 4, 1888, extending the criminal jurisdiction of the circuit courts of the great lakes and their connecting waters. Introduced by Mr. Rogers, of Arkansas.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the criminal jurisdiction of the circuit and district courts shall extend to all crimes and offenses now punishable by law committed upon the Great Lakes, or any bay, strait, or other navigable waters connecting or connected with said lakes, on board of any vessel belonging in whole or in part to the United States or any citizen thereof, with like force and effect as if the same were committed upon the high seas.

Sec. 2. And that the trial of all such crimes and offenses not committed within any State shall be in the district where the offender is found or into which he is first brought.

House Bill 1251, presented January 4, 1888, for the protection of harbors. Introduced by Mr. Vandever, of California. That it shall not be lawful to build any wharf, pier, bulkhead, or other structure in any harbor of the United States which has been improved by appropriations made by Congress, or which may be improved; nor shall it be lawful, by any kind of structure, to obstruct, contract, or interfere with natural or established harbor lines or navigable channels in any harbor of the United States, or the approaches thereto, without first submitting the plans for such wharf, pier, or bulkhead, or other structure, improvement, or change, to the Secretary of War, and obtaining his approval of the same.

Sec. 2. That any wharf, pier, bulkhead, or other structure erected without the approval of the Secretary of War, which may be found to obstruct, contract, or interfere with natural or established harbor lines or navigable channels in any harbor of the United States, or in the approaches thereto, may be reformed, or changed, or removed on the recommendation of the Secretary of War: *Provided, however,* That before any such reform, change, or removal shall be effected on recommendation of the Secretary of War, any person or party in interest objecting thereto may and shall have the right to institute a proceeding in the United States district court of the State and district within which said work and harbor is located to review the grounds upon which the recommendation of the Secretary of War for a change is founded; and if the court determine such change to be proper and in accordance with the public good, then the same may and shall be executed in the manner recommended by the Secretary of War, and the court shall render judgment accordingly to the extent of ordering the removal and destruction of any work that shall be found to obstruct or impair the navigable character and capacity of any such harbor or the approaches thereto.

H. B. 1241. To require the testing of chains and anchors, and for the better securing of life and property on shipboard. Introduced by Mr. Morrow January 4, 1888.

That from and after the expiration of six calendar months after the passage of this act, no person or persons shall sell, furnish, or deliver to or for the use of any vessel, nor shall any person or persons buy or receive on, in, or the use of any vessel, any chain or anchor, to be used in or on such vessel as part of the apparel or equipment of such vessel, unless and until such chain and anchor shall have been duly tested and stamped as in this act hereinafter provided.

[That after six months no person shall furnish, and after twelve months no person shall use, on any vessel, chains over one-half inch in diameter, or anchors over 168 pounds in weight, which have not been tested and stamped in manner presented by Government inspectors appointed under the act.]

Sec. 2. That the provisions of this act shall not apply for the period of twelve months after its passage to any chain or anchor actually within the United States at the time of its passage; nor shall its provisions apply to any chain in diameter of less than four-eighths of an inch, nor to any anchor in weight less than one hundred and sixty-eight pounds; nor shall its provisions apply to any chain or anchor manufactured in any foreign country which has been duly tested in accordance with the laws and regulations which govern the testing of chains and anchors for British vessels, and ascertained to bear a strain equal to that established for the chains and anchors of the United States Navy.

Sec. 3. That immediately after the passage of this act that Secretary of the Navy shall detail, under the Bureau of Equipment and Recruiting, one officer of the Navy as inspector, and such other officers of the Navy as may be found necessary as assistant inspectors, for each inspection district. It shall be the duty of such inspector and his assistants to examine and test all chains above four-eighths of an inch in diameter, and all anchors of and above one hundred and sixty-eight pounds weight, according to the number of pounds for chain cables and tons for anchors set forth in Tables A and B annexed to this act; and upon such chains and anchors being found of due strength, to stamp the same with their official stamp and year of inspection on the middle and end link of each fifteen fathoms of chain and on the shank of each anchor.

Sec. 4. That the testing-machines to be used in making such tests shall be supplied by the manufacturers of the said chains and anchors, and shall be capable of measuring accurately the required strength of chains and anchors. The said inspector or one of his assistants shall, once in each period of three months, examine and verify the accuracy of

such testing-machine, and a record of such examinations shall be kept by the inspector of the district.

Sec. 5. That neither the inspector nor his assistants shall receive other compensation than their pay in the Navy, and mileage when traveling on duty from place to place.

Sec. 6. That it shall be lawful for the inspector of any officially inspected and stamped chain or anchor to sign a certificate to that effect, said certificate to set forth the strength of chain or anchor and year of manufacture and test.

Sec. 7. That the Secretary of the Navy shall, from time to time, make and publish all needful rules and regulations for the purpose of carrying the provisions of this act into effect. Such regulations shall embrace all needful methods of securing uniformity in the testing of chains and anchors in the several districts, and all needful forms of reports, certificates, and other documents that may be necessary, and generally all acts or things to be done by reason of the requirements of this act that may, in the judgment of the Secretary, be needful and proper.

Sec. 8. That if any chain or anchor is delivered to or received in or on board any vessel, and is in use as part of the apparel or equipment of such vessel, after the passage of this act, which has not been duly tested and stamped under the provisions of this act, such chain or anchor shall be forfeited to the United States, and such forfeiture shall be enforced in accordance with the practice of courts of admiralty.

Sec. 9. That if any person or persons shall stamp or put, or cause to be stamped or put, on any chain or anchor, the official stamp or any other mark or device to indicate that such chain or anchor has been duly tested under the provisions of this act unless such test has been duly made, such person or persons shall, on conviction, be sentenced to pay a fine not exceeding two thousand dollars; and if any person or persons shall make, or sign, or deliver any false or fraudulent certificate of the testing of any chain or anchor which has not been duly tested, such person or persons shall, on conviction, be sentenced to pay a fine not exceeding one thousand dollars; and if any person or persons shall sell or deliver to or for, the use of any vessel, or shall take, or receive or use on board any vessel, as part of its apparel or equipment, any chain or anchor not duly tested and stamped as required under the provisions of this act, such person or persons shall, on conviction, be sentenced to pay a fine not exceeding one thousand dollars.

Sec. 10. That any manufacturer or dealer who shall sell or deliver any chain or anchor coming within the provisions of this act, the same not having been tested and stamped as in this act provided, shall, on conviction before any district or circuit court of the United States, be fined not more than two thousand dollars.

Sec. 11. That upon credible information or report made to the Secretary of the Navy or the inspector of the district of the commission of any offense against the provisions of this act, it shall be the duty of such officer to forthwith lay before the district attorney such information, and said district attorney shall institute a due prosecution of such offender or offenders in the proper district or circuit court.

TABLE A. Test (in pounds) for chain-cables.			TABLE B. Test (in tons) for anchors.		
Size.	Stud.	Close link.	Weight, including stock.	Test.	
3-8			3690	Cwts.	Tons.
7-16			4920	7	5 18-20
1-2	9380		6240	8 1/2	6 12-20
9-16	11740		7490	10	7 8
5-8	14280		9520	11 1/2	8
11-16	16940		11290	13	8 15-20
3-4	19940		13390	14	9 9-20
13-16	22070		15390	15 1/2	10 7-20
7-8	26375		17530	18	12
15-16	29980		19920	21	13 17-20
1	33840		22560	24	15 3-20
1 1-16	37820		25210	27	16 14-20
1 1-8	42050		28030	30	18
1 3-16	46470		30980	33	19 1/2
1 1-4	51080		34050	36	21 18-20
1 5-16	55900		37260	39	23 10-20
1 3-8	60920		40610	42	25 3-20
1 7-16	66140		44100	45	26 12-20
1 1-2	71550		47710	48	28 12-20
1 9-16	77160		51440	51	30 2-20
1 5-8	82960		55310	54	31 12-20
1 11-16	88950		59320	57	33 8-20
1 3-4	95130		63470	60	35 15-20
1 13-16	101500		67760	63	37 10-20
1 7-8	108060		72190	66	39 2-20
1 15-16	114810		76760	69	41 12-20
2 1-16	121740		81470	72	43 8-20
2 1-8	128920		86320	75	45 12-20
2 3-16	136330		91310	78	47 10-20
2 1-4	143970		96440	81	49 8-20
2 5-16	151840		101710	84	51 12-20
2 3-8	159940		107120	87	53 8-20
2 1-2	167660		112670	90	55 12-20

H. B. 1433, prohibiting the use of railroad and other passes, and of telegraph franks, by members of the Congress and judiciary of the United States, and for other purposes; introduced January 4, 1888, by Mr. John A. Anderson, of Kansas.

That it shall not be lawful for a Senator, Representative, or Delegate to Congress, justice or associate justice of the Supreme Court, or justice, associate justice, or judge of a circuit or district court of the United States, to accept, use, or permit or suffer any one to cause to be used for his benefit, a free pass, complimentary ticket, or other authorization to travel for any less rates than are paid by the general public for like service, over a railroad or in a car, steamboat, steamship, or other public conveyance in the United States employed by a common carrier for the transportation of passengers; or to accept or use a frank or other authorization to transmit messages over a telegraph line in the United States at less rates than are paid by the general public for like service. And before any installment of salary falling due to any one of the aforesaid official persons shall be paid to him, he shall certify, in writing, that during the period for which such installment is due he has not traveled in the United States over any rail-

road or by any of the aforesaid public conveyances, nor transmitted messages by telegraph in the United States, at less rates than are paid therefor by the general public for like service; and in the event of his failure to make such statement, the installment of salary that would otherwise be payable to him shall be forfeited and remain forever unpaid.

Sec. 2. That any person who knowingly transmits to any one of the official persons designated in section one of this act a free pass, complimentary ticket, or other authorization to travel by a public conveyance at less rates than are paid by the general public for like service, or a frank or other authorization to transmit telegraphic messages at less rates than are paid by the general public for like service, shall for every such offense be liable to a penalty of one thousand dollars; and each railroad, steamboat, steamship, telephone, or stage company which shall transport any one of the aforesaid official persons, and each telegraph or telephone company which shall transmit messages sent by any one of them at a less rate than would be paid by the general public for like service, shall, for every such offense, be liable to a penalty of one thousand dollars for each director and every officer of the said company. It is hereby made the duty of the Chief of the Secret Service of the Treasury Department to investigate supposed violations of this section; and it is hereby made the duty of the Attorney-General of the United States to prosecute all cases reported to him by said Chief, in the proper court of the United States.

Sec. 3. That whenever a justice or associate justice of the Supreme Court, or a justice, associate justice, or judge of a circuit or district court of the United States, shall be required, in the discharge of his official duties, to travel from one place to another in the United States, or to transmit messages by telegraph in the United States, his actual and necessary expenses therefor, certified by him, shall be paid by the marshal of the court which he is about to hold or has held, and shall be allowed in that marshal's account.

Sec. 4. That all parts of acts in conflict with this act are hereby and so far repealed. [House Bill 4443, introduced January 10, by Mr. Voorhees, of Washington Territory, is similar.]

H. B. 1486, to amend the laws relating to navigation and for other purposes; introduced January 4, 1888, by Mr. Dingley, of Maine.

That section eleven of an act to abolish certain fees for official services to American vessels, and to amend the laws relating to shipping commissioners, seamen, and owners of vessels, and for other purposes, approved June nineteenth, eighteen hundred and eighty-six, be amended by striking out of the sixth and seventh lines of the proviso of said section the words "of the country in which such port is situated, or on the cargoes of such vessels," and substituting in lieu thereof the words "of such country, or on the cargoes of such vessels; but this proviso shall not be held to be inconsistent with the special regulation by foreign countries of duties and other charges on their own vessels, and the cargoes thereof, engaged in their coasting trade, or with the existence between such countries and other reciprocal stipulations founded on special conditions and equivalents, and thus not within the treatment of American vessels under the most-favored nation clause in treaties between the United States and such countries."

Sec. 2. That section one of the act herein mentioned be amended, in the third line from the end of the section, by inserting, after the words "shipping commissioners," the words "and clerks of steamboat inspectors, and such allowances for fees of United States marshals and witnesses for services under the steamboat-inspection laws, and for expenses of steamboat inspectors provided for by section forty-four hundred and sixty-one of the Revised Statutes."

Sec. 3. That section forty-five hundred and eighty-one of the Revised Statutes, as amended by section seven of chapter one hundred and twenty-one of the public laws passed by the Forty-eighth Congress, is amended by striking out all after the word "thereof," in the fifth line, and inserting in lieu thereof as follows: "If any seaman, after his discharge, shall have incurred any expense for board or other necessities, or for medical care and nursing, at the place of his discharge, before shipping again, or for transportation to the United States, such expense shall be paid out of the arrears of wages and extra wages received by the consular officer, which shall be retained for that purpose, and the balance only paid over to such seaman; and if such arrears and extra wages are not sufficient to defray such expense, the deficiency shall be paid from the fund in the Treasury for the maintenance and transportation of destitute American seamen."

Sec. 4. That all tax or duty on tonnage, imposed by law, shall be levied on the gross tonnage of vessels as ascertained under the laws of the United States relating to the advertisement of vessels.

Sec. 5. That all provisions of existing laws relating to the names of vessels shall apply to both steam and sailing vessels above five tons in burden wholly owned by citizens of the United States.

Sec. 6. That no bond shall be required for the transportation in vessels of the United States, bonded and licensed under the navigation laws, of goods, wares, or merchandise on which the duties have been secured by bond, unless otherwise expressly provided by law.

Sec. 7. That section fifty-three hundred and forty-six of the Revised Statutes is amended so as to read as follows:

"Sec. 5346. Every person who, upon the great lakes and the navigable waters connected therewith, or the northern, northeastern and northwestern frontiers of the United States, or upon the high seas, or on any arm of the sea, or in any river, haven, creek, basin or bay within the admiralty jurisdiction of

the United States, on board any vessel belonging in whole or in part to the United States, or any citizen thereof with a dangerous weapon, or with intent to perpetrate any felony, commits an assault on another, shall be punished by a fine of not more than three thousand dollars, and by imprisonment at hard labor not more than three years."

Sec. 8. That the certificate of registry, or the certificate of enrollment and license shall be the only passport, sea-letter, or document showing the character or nationality of a vessel, or the nationality of its ownership, furnished by the United States to any vessel except where some other document is or may hereafter be required by treaty, and such certificate shall be conclusive proof of the nationality of such vessel; but in case of the loss, destruction, wrongful withholding, or accidental mislaying of the certificate of registry belonging to any vessel of the United States while absent from the United States, it shall be lawful for the consular officer of the United States at the port or place where such vessel may be to grant a document, setting forth as nearly as may be last certificate of registry, which document shall enable such vessel to proceed on her voyage, or return to a port in the United States, and, upon her arrival at such port, said document shall be surrendered to the collector and a new certificate of registry shall be taken out in conformity with law.

Sec. 9. That all acts and parts of acts inconsistent with the provisions of this act are repealed; and this act shall take effect thirty days after its passage.

H. B. 1527, to make bills of lading conclusive evidence in certain cases, presented January 4, 1888, by Mr. Davis, of Massachusetts.

That all bills of lading, or instruments in writing in the nature or stead thereof, hereafter issued for merchandise received in any State of the United States for transportation therefrom to any foreign country, when issued by any person or corporation, or when issued by any officer or agent authorized or permitted by any person or corporation to issue similar instruments in his or its behalf, for merchandise actually received for transportation, shall be conclusive evidence, in the hands of every bona fide holder thereof for value, as against the person or corporation by whom or by whose officer or agent the same were issued, that the merchandise therein described was actually received for transportation as therein stated, and that such officer or agent was duly authorized to issue the said instruments in behalf of his principal.

Sec. 2. That none of the provisions of this act shall apply, as against the person or corporation issuing said instruments, in any case in which such person or corporation shall establish that the instruments contain some misstatement of fact caused wholly by the fraud of the holder of said instruments.

Sec. 3. That none of the provisions of this act shall affect or impair any contract or obligation entered into before the passage of the same.

H. B. 1497, to amend section forty-three hundred and twenty-two of the Revised Statutes, requiring copies of temporary documents of vessels to be filed at their home ports; introduced January 4, 1888, by Mr. Milliken, of Maine.

That section forty-three hundred and twenty-two of the Revised Statutes be, and hereby is, amended by adding the following, namely: "And in case the new document issued shall be a temporary enrollment or license, it shall be the duty of the collector issuing the same to forward a duly certified copy thereof to the collector of the port to which the vessel may belong, in order that the same may be there kept on file for convenient reference in all matters in which such document is required; so that said section as amended shall read as follows:

Sec. 4322. The collectors of the several districts may enroll and license any vessel that may be registered, upon such registry being given up, or may register any vessel that may be enrolled, upon such enrollment and license being given up; and in case the new document issued shall be a temporary register, enrollment, or license, it shall be the duty of the collector issuing the same to forward a duly certified copy thereof to the collector of the port to which the vessel may belong, in order that the same be there kept on file for convenient reference."

House Bill 1553—Extending the criminal jurisdiction of the circuit and district courts, to the great lakes and their connecting waters. Introduced January 4, 1888, by Mr. Chipman, of Michigan.

That the criminal jurisdiction of the circuit and district courts shall extend to all crimes and offenses now punishable by law committed upon the great lakes, or any bay, river, strait, or other navigable waters connecting or connected with said lakes, on board of any vessel belonging in whole or in part to the United States or any citizen thereof, with like force and effect as if the same were committed upon the high seas.

Sec. 2. That the trial of all such crimes and offenses, not committed within any state, shall be in the district where the offender is found, or into which he is first brought.

House Bill 1995.—To create the lakes and gulf water-way commission. Introduced January 4, 1888, by Mr. Springer, of Illinois.

That a commission is hereby created to be called the lakes and gulf water-way commission, to consist of five members.

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[Continued in Supplement.]

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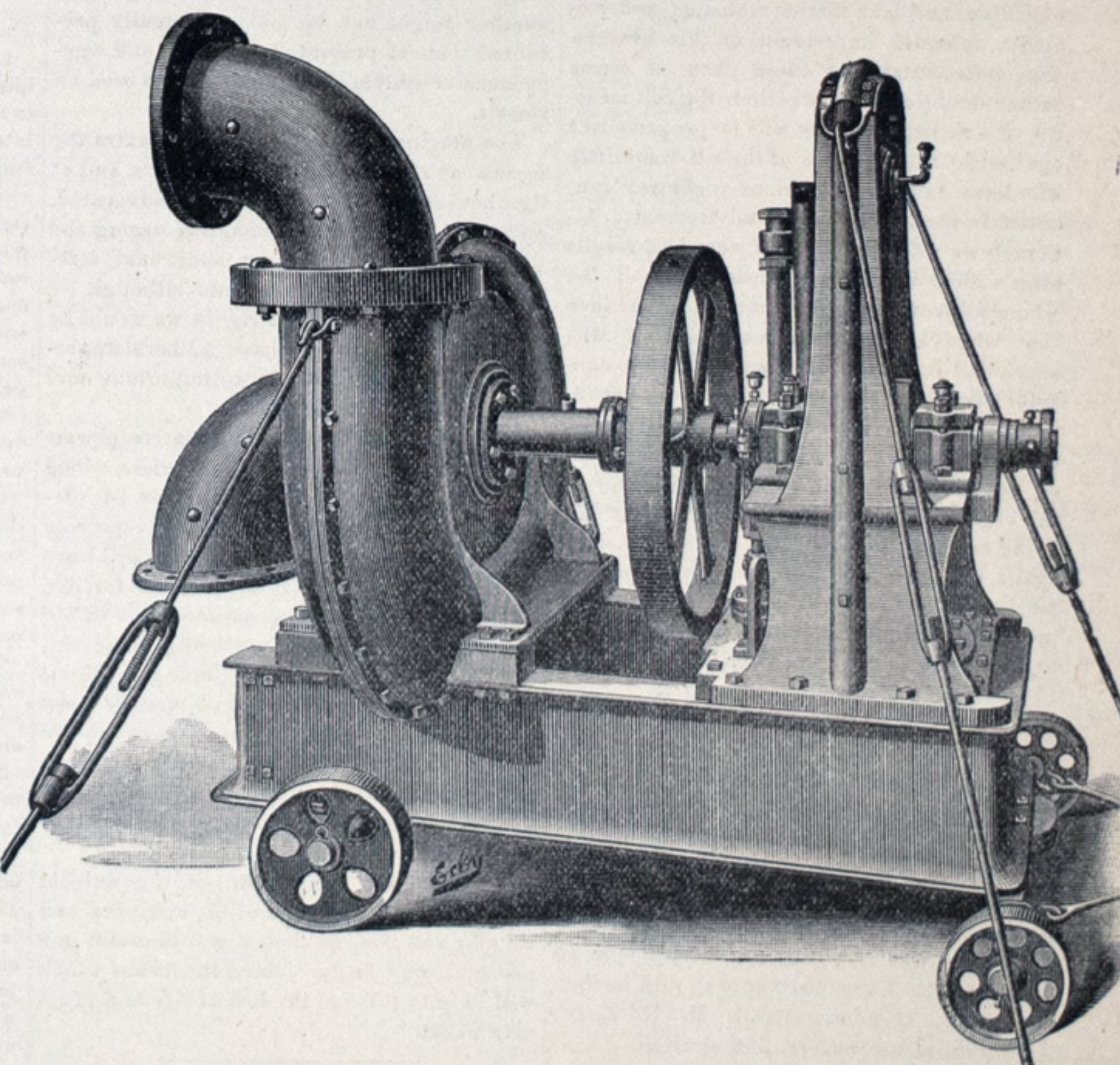
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MARINE RECORD—OFFICIAL PAPER.

THE address of the Hon. R. C. Parsons, recently delivered before the house committee on commerce, was a perfect masterpiece in elocution and lake marine statistics, and created a splendid impression on his hearers. Yet, notwithstanding these facts, it seems rather doubtful to us whether the full measure of our requirements will be properly recognized by the members of the sub-committee who have taken the various measures contained in the petition under advisement. Although we will hope for the very best results after a clear and mature consideration of the whole subject, yet we can not banish the idea that when such gentlemen as Clark, of Missouri, and Anderson, of Kansas, have to consider purely marine subjects and arrive at intelligent and requisite legislative conclusions, that there is likely to be a considerable element of pot luck about the ultimate sufficiency of the various and necessary portions of the bill being carried through, and we would once again call the attention of all interested in marine matters to the advisability of having a properly qualified and regularly constituted board to deal with, and facilitate the operations of marine legislation.

FRIDAY Mr. Parsons, addressed the house river and harbor committee briefly relative to deepening the channel from Grosse Point, Lake St. Clair, to the entrance of the Detroit river. Mr. Whiting, on the same day filed with this committee an application for an appropriation of \$350,000, for the purchase of the Portage Lake canals, with a view to making them a free passage way and harbor of refuge, recommended in H. R. Exec. Doc. 105, 49th congress, 2nd session.

THE subject of our wrecking relations with Canada, is attracting considerable attention again. We have furnished to Congressman Nutting, of Oswego, N. Y., and to Congressmen Weber, of Buffalo, at their request date collected by us in 1886, and Mr. Whiting, is getting from Detroit, and Port Huron, further information as to the present state of affairs.

FOG SIGNALS.

Vessels collided and a great loss of life and property in a fog, is, unhappily, too frequent and common a newspaper heading during the period of navigation on the chain of lakes, and with the coming season close upon us it would be a fortunate matter if compulsory safeguards could in some manner be lawfully adopted to meet the large and important requirements of our growing fleet of lake carriers.

Navigating the narrow channels and water of these inland seas and attempting to reach port through the dangerous and insufficiently marked entrances, with probably an old and obsolete chart to depend on, no wonder that the mariner is often surrounded with unforeseen trouble and danger. The shoals and reefs make his task of bringing his vessel safely to harbor always an exceedingly difficult one. When, however, fogs prevail, the already arduous duties of our mariners are multiplied and all the skill and watchfulness required by the ordinary practice of seamen are brought forward only to end disastrously in many cases.

Suddenly overtaken in a fog the mariner, it caught in midlake, is placed in a very critical position, and there remains no other alternative but to proceed with caution and to exercise the utmost care and attention, while his vessel is moving over the ground, for move she must, thereby lessening the chances of a collision, by having the vessel under command of her helm. Certainly, the vessel can not be kept stationary in mid lake like an obstruction in the path of others who are navigating in the vicinity. And just on this identical point a vast difference of opinion exists in the maritime community, for although it has been held by excellent authority, that in fog, mist, or falling snow, all vessels ought to proceed at a moderate rate of speed, yet many of our competent and practical seamen admit that the greater the speed the less the percentage of risks, and to illustrate this principle it is said that if by slowing down you are obliged to remain in the vicinity of fog for the period of eighteen hours, when by maintaining the maximum rate of speed the vessel is more under command of her helm, and moves over the ground in twelve hours, the risk is reduced something over 50 per cent, and we rather reluctantly admit that this showing is a strong argument in favor of speed even under the present system of fog signalling.

On the other hand, should the mariner be overtaken by fog when close inshore he has the two courses open to him, either of remaining at anchor, thereby losing valuable time, or of endeavoring to grope his way into port; and it goes without saying that either of these alternatives entail a certain amount of risk in carrying out.

The many calamities occurring through fog and thick weather on the great lakes have suggested discussions in marine circles as to whether disaster on the lakes during foggy weather might not be more effectually prevented than at present by a clear and comprehensive system of fog signals to be used on vessels.

The placing of more powerful and extra fog signals at the entrances of our ports, and at lighthouses and stations has been advocated, and a bill is now before congress urging the pressing necessity of these additional safeguards to our lake marine, and although we consider it only our just rights, we would be eminently thankful to have a liberal appropriation granted for these important and requisite aids to navigation.

Whatever the present legislative powers may do toward diminishing the risks along the shores of the lakes, the question of preventing the dreadful and frequently recurring loss of life and property on the lakes will have to be met, and action taken on some feasible system of national or international code of fog signals, for vessels that are being navigated, and as several experiments and inventions having this end in view, have already been successfully tried, it only remains to inquire into the merits of each of the several systems and adopt that rule which will answer practically and not only on paper the full and complete requirements of the service.

Well advised legislation on the subject would earn the gratitude of the mariners, and we may rest assured that it would assist in a material way in furnishing the means which will help to prevent the loss of life and property afloat.

NAVAL ADVISORY BOARD.

To the Editor of the Marine Record:

In your last issue you publish an editorial article on the propriety of establishing a naval advisory board at Washington, having the power to exercise a professional judgment in the preliminary stages of the various maritime bills which are from time to time brought before congress. We think your views are ex-

cellent on this subject, and argue that where advice is necessary it is much better to seek it from a professional instead of from an amateur source, and of course there is a wide difference in the duties and training of the military and naval professions. To draw a parallel case, a person wishing to consult an oculist, would not go in search of a chiroprapist.

From our limited experience we should say that there are several reasons why such an advisory board has not been formed long ago, and we shall endeavor to give a few of these reasons intelligently. In the first place, although our naval officers are tremendously patriotic in their views, they are, as a body, to be classed as non-political subjects, for no matter how proficient in their scientific and scholarly acquirements, they are out of the direct pathway, and consequently out of the political groove, and although they start off in life with all of their senses alert, and a good general education such as is given the class of young men who engage in mercantile pursuits, yet as soon as they enter a port they must sink their personal identity, to a certain extent, and learn that their first and paramount duty in the profession, and consequently through life, must be in a strict obedience to commands and a constant attention to the proprieties of law and order, so that by the time they are duly qualified they may be depended upon to fill the dignified positions in their country's service afloat.

The errors that have been displayed in the faulty construction and repairing of naval vessels, of which we have heard so much at various times, can not be laid at the door of the naval officers, but have originated and existed in the designers and builders' plans and specifications, and there is no doubt that had there been a naval advisory board in existence, any faulty plans would have been discovered and condemned.

There is no question about the professional skill and the eminent qualities of the principal officers of our navy, as witness, the late Lieut. Maury, whose track charts and wind current charts, have become known and relied upon by all maritime nations, as also, his work, entitled "The Physical Geography of the Ocean," is highly valued by those whose business is on the waters.

It is hard to understand why the making of charts and the location and order of light-houses, the dredging operations and other strictly nautical affairs should be kept under the control of the war department when there is a distinct and prominent national branch that could and ought to be allowed to take a hold of these affairs, and it yet remains to be proved who are to be qualified instructors of our proposed naval reserve forces. Surely, we will not be called upon to suffer the indignity of being drilled by a soldier when our lives have been spent in learning and trying to avoid all soldier-like qualities.

OCEAN CHILD.

A WOULD BE PLIMSOLL DISCIPLE.

CHICAGO, Feb. 26.

To the Editor of the Marine Record:

It would almost seem to be an undisguised blessing if some law could be passed in congress to muzzle some of those members, who in the interests of alleged reform, and more, perhaps, from a desire for personal popularity, tackle some subject they do not thoroughly understand, when they desire to pose as philanthropists, working for the cause of humanity. It is said, "A little knowledge is a dangerous thing," and some of those "reformers" know just little enough of their hobbies to make them troublesome. If the newspapers are correct, a case in point, is the bill a member from Saginaw has introduced, which if it becomes a law, will make it a crime punishable with fine and imprisonment, for a captain or owner of a steamer when under way, to ask of his officers at any time, more than twelve hours services out of twentyfour. This if passed, will effectually deprive the captain of the power to command the services of his crew at any and all hours, in the emergencies which frequently arise, and in which many hours on watch, for officers and crew are indispensable for the safety of ship, cargo, and passengers. Generally speaking, and without objecting, the average steamboat officer, captain, engineers, and mates will be found able and willing to stay on watch twenty-four hours on a stretch, and longer if necessary, if the occasion calls for it, but sailors like other occupations, have "black sheep" among them. There are skulkers, cowards, and forcastle lawyers, who would actually rather take the chances of drowning than perform what in their judgment, they might call unnecessary work when they were not on watch. Those men would avail themselves of any opportunity to prosecute a captain who transgressed the twelve hour limit. The result would surely be the total subversion of discipline on shipboard. Captains as a rule are far from rich enough to stand fine or imprisonment for the offence of exercising a little unlawful authority. In Congressman Tarsney's vicinity some time ago, a steamer with a large tow of light lumber barges was pulling around Point Aux Barques. A gale of wind sprung up off the lake, making it neces-

sary to carry all steam the law allowed, in order to keep the tow from going ashore. On looking at the gauge the engineer saw that the steam was going down, and called the fireman's attention to it, that individual was of a rebellious nature, and retorted that he wanted no instruction from an engineer how to fire a boiler, and showing no intention to attend properly to his duties the engineer jumped down, twisted the shovel out of the fellow's hand, pushed him out of the way, and raised the steam to the required pressure. On arrival at Bay City the fireman entered a suit against the engineer for damage, assault and battery etc., the case was tried before a jury composed mostly of farmers. The prosecuting attorney closed his address to the jury in the following style: "If that steamer was loaded with passengers, and in danger of going over Niagara Falls, that fireman on watch, and if he knew that he could prevent the catastrophe by strict attention to his duties, but declined to do so, even in that case, there would be no justification for the engineer, or any officer of that boat, to use any unlawful means to make him do his work." The engineer was found guilty and heavily fined.

Now, if Mr. Tarsney's bill becomes a law, what is a captain to do if from any cause, a storm, or a bad leak for instance, extraordinary service of the crew are required, and some of them claim the privilege accorded them of only twelve hours work in twenty-four hours? No captain will force them, even if able, as he lays himself liable to the certainty of a heavy fine or imprisonment. In the interest of humanity, according to Tarsney, the captain must spare the crew, and let passengers, cargo, and vessel take their chances.

In his search for abuses to reform, among sailors Mr. Tarsney has got "barking up the wrong tree." Years ago it was the custom, when cargoes were plenty, for steamers to unload and load up again, without giving the crew any rest to speak of, for two or three days and nights. On leaving port, mates, wheelmen and watchmen were utterly fagged out and really unable to stand a safe watch, the first few hours out of port. There may be a few instances occasionally of this old style of doing business. Mr. Tarsney would accomplish something sensible if he could make it a criminal offense, etc., for any captain or owner, to allow any engineer, mate, wheelman, or watchman, to go on duty, who had been at work for the twelve hours just previous to leaving port. Some time ago a wag made a wager with a friend that he could get the most sensible men in town to endorse a foolish idea. According he got up a paper soliciting subscriptions to be used in putting an elegant cover over the sun-dial, to protect it from the sun's rays, he got all the money and names he wanted. It is just so with Mr. Tarsney's bill, it won't bear scrutiny, but in the rush of business at Washington, a committee with lots to do may think it all right, because Tarsney says so, and give it their approval. It is to be hoped that the Lake Carriers' Association will see to it, that this misguided Plimsoll, does not get his work in the way he contemplates, which can result in nothing but changing the necessary strict discipline on board ship, to the worst kind of anarchy.

STEAMBOAT.

A VALUABLE MARINE INVENTION.

TOLEDO, February, 29.

To the Editor of the Marine Record.

Toledo parties have received a patent on a simple device by which the amount of water a boat is "making" can be readily told by glancing at a gauge, similar to a steam gauge. A tube or pipe is placed below the floor, and run to the captains' room or any other part of the vessel desirable. Inside of this tube is a contrivance which operates the hand on the gauge. When the vessel begins leaking, the hand on the gauge shows how much water is in the vessel to the fraction of an inch. When it reaches twelve inches an alarm bell sounds, which will arouse all on board. On the other hand when the crew begin pumping, the hand on the gauge will show the amount being gained on the leak, if any. This most valuable machine will cost about thirty dollars. Of course it can be got up to cost more if desired. This is a very useful invention, and we hope the time will come when a captain will no more think of leaving port without one, than he would leave without a compass or barometer. It will undoubtedly be recommended by insurance men and marine men, as by it a leak is detected immediately and human life and property are saved by prompt action. Captain David Kelley of the barge Brooklyn is interested in this invention.

C. O. D.

THE bill for a bridge over the canal entrance at Duluth (H. R. 1591) has been reported upon to congress by Geo. Durane, chief of engineers. He recommends that the entire question be referred to a board of three expert engineers for examination, consideration and report.

THE preliminary surveys have been commenced by the United States engineer for the projected improvements of the government canal entry at Duluth. The stone piers alone will cost \$500,000.

OBITUARY.

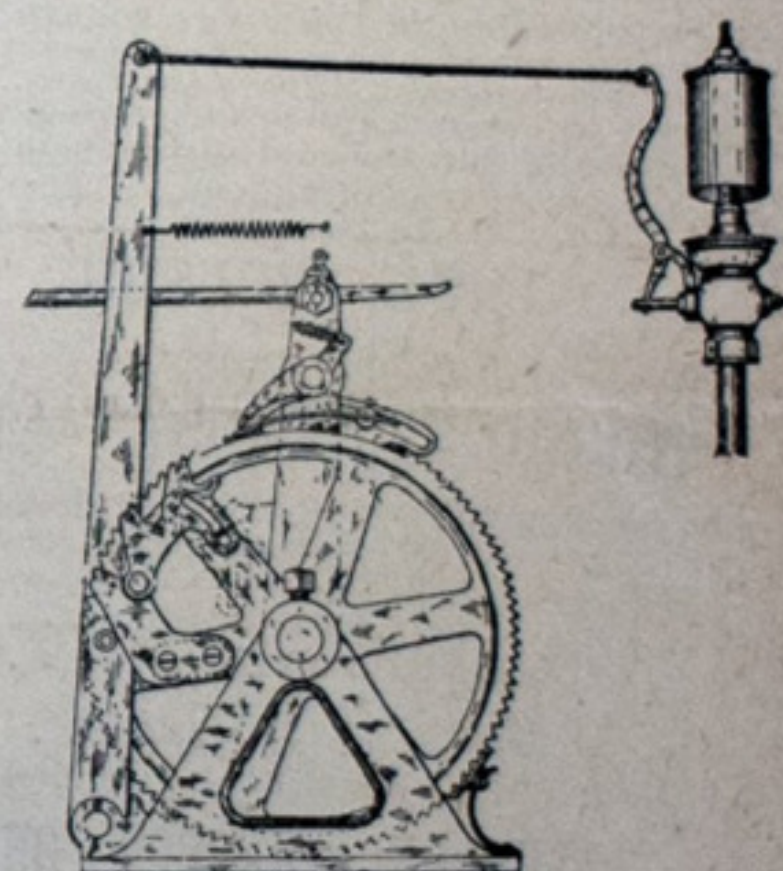
CAPTAIN PERRY GOTHAM.

Captain Perry M. Gotham, who was brought home from Detroit, sick with typhoid fever, died at his residence, No. 12 Mixer street, last week. His case had not been considered extremely dangerous but a counsel of physicians left his friends with little or no hope. He, however, rallied in the evening, and at midnight the attending physician, Dr. Jewett, and his friends felt greatly encouraged, but as the night wore away it became evident that the end was near, and at 4:40 o'clock, with a loving wife bending over him, who has been constant in her attendance, and was recognized by him to the last, he passed quietly and without a struggle from life to death. Captain Gotham was the only son of the late Captain A. S. Gotham, a resident of this country, who died of apoplexy in 1880, while sailing for the same firm, P. T. Ralph & Co., of Detroit by whom the son has been employed as captain ever since. For the past three or four seasons, Captain Perry Gotham has sailed in the schooner Ishpeming. Captain Gotham was born in Utica, N. Y., November 4, 1854. He was married to Miss Ava Baker, of Adrian township, February 16th, 1881, who, with a bright little boy of 6 years, a widowed mother, many relatives, and hosts of warm friends, mourns his early death. He was a member of the Masonic lodge of Adrian, and will be buried by the order.

THE CHASE FOG WHISTLE MACHINE.

The dangers attending fogs on the lakes are well known to all of our sailor men, and all know that the regulations require that during fogs, a signal shall be sounded at regular intervals. Under the old system of fog signals, the service and close attention of a man was required at all times while navigating in a fog, and this service became so monotonous that Mr. Chase, engineer of the steamer Ohio, devised and patented a machine which, when attached to the engine, would sound the fog whistle automatically.

The cut shows the position of the machine and its action on the whistle.



During the season of 1887, the following named steamships "thirty in number" were supplied and equipped with our machines. The same having given entire satisfaction in each and every case, we refer with pleasure, all those interested, to the owners and masters of said steamers.

Wilson Transit Line, Cleveland, O.—Steamers Spokane, Wallula, Kasota, Tower, Yakima, Missoula, Sitka.

N. Western Transportation Co., Detroit, Mich.—Steamers Fayette Brown, R. J. Hackett, Forest City.

Cleveland Transportation Co., Cleveland, O.—Steamers Sparta, Havana, Vienna, Townsend.

Bradley Transportation Co., Cleveland, O.—Steamers City of Cleveland, Henry Chisholm, Superior, E. B. Hale, M. B. Grover, J. S. Fay, R. P. Ranney.

H. H. Brown, Cleveland, O.—Steamers Smith Moore, Chas. J. Sheffield.

Owen line, Chicago, Ill.—Steamers Ira H. Owen.

Cambria, Outhwaite, Saml. Mather, R. R.

Rhodes, Columbia, Aurora.

The machine is at all times under the control of the captain. That is if it is necessary that a signal shall be given to a passing steamer, or for any other purpose; the moment the captain pulls his wire, the fog whistle machine is thrown out of gear and will not resume its sounding until it is permitted to do so by the master.

Mr. G. C. Barnes, of this city has been to Washington to present the merits of the fog whistle machine to the board of supervising inspectors of steamboats, now in session there, and is well pleased with the results of his mission.

Following is the report presented by the committee.

To the President and Board of Supervising Inspectors of Steam Vessels.

Your committee to which was referred the "Chase Fog Whistle machine" beg leave to report: That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safe guard to navigation.

H. S. LUBBOCK,
GEO. H. STARRUCK, } Committee.
W. D. ROBINSON.

The manufacturers are the Chase Fog Whistle Machine Co., corner of Elm and Spruce streets, Cleveland, O.

LAKE CARRIERS' ASSOCIATION.

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THEREOF, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1887.	
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MARINE RECORD—OFFICIAL PAPER.

The annual meeting of the members of the Lake Carriers' Association will be held at Detroit, in the committee rooms of the Detroit board of trade, on Saturday, March 3rd, 1888, at 10 a. m. The president will submit a report showing the work of the association during the year. A new board of managers will be elected, and other important business will come before the meeting. A number of important measures now pending before congress will be discussed. Members are urged to make an effort to be present, and to bring with them other vessel owners. All vessel men are cordially invited to attend, whether members of the association or not.

INTERNATIONAL STEERING AND SAILING RULES CONFERENCE.

We stated in our impression of the 25th ultimo that the Maritime Exchange of New York had taken up the question of amending the regulations for the prevention of collisions at sea; and it is highly gratifying that our American cousins have taken this matter in hand. The rules were framed in England, and other maritime nations were asked to adopt them. Considering that the British were the most interested in perfecting the rules of navigation, all the other powers accepted the regulations appended to the merchant shipping act, 1862. The clauses in the order in council were never critically examined to see whether they were nautically and literally correct. The consequence was that the first order made mast-head and side lights to be exhibited from sunrise to sunset, or by day instead of night. It may be said that the transportation arose from a clerical error. That is no defensible excuse. If those who are entrusted with making laws for lessening loss of life at sea are incapable of concocting a few paragraphs without committing mistakes, some person of education and nautical ability should be charged with the duty. We have stated on several occasions that the rules require editing. They are loosely worded, and got up in a slipshod manner. The movement in the United States, which has been some time gathering force, has culminated in the introduction of a bill into congress, which seeks to authorize the president to invite each maritime nation to send delegates to an international conference, to meet on October 1, 1888, at Washington, to revise and amend the rule of the road at sea, and to place the regulations in harmony with the international code of signals; to adopt a uniform system of signals denoting the direction of vessels moving in fog, mist, snow or thick weather, and at night; to compare and discuss the various systems employed for saving life and property from shipwreck; for reporting, marking and removing dangerous wrecks or obstructions to navigation, and for the designating of vessels for conveying to mariners notice of approaching storms, of dangers to navigation, of changes in lights, buoys, and marks, and other information; and to formulate and submit for ratification to all maritime nations proper international regulations for preventing collisions and other avoidable marine disasters. As regards a revision of the rules, we have so often described their weak points that we have not left much to add. They do not want lengthening, but need simplifying and harmonizing. The regulations cannot be made so perfect as to leave no room for indecision, but they can be drawn up in plain and intelligible English. The English judges in the admiralty court have been condemning shipowners in collision cases because their masters or mates could not always make out, by lights at night, whether ships were close hauled or a point or two free.

We pegged away at this admiralty ignorance, and had the satisfaction of reporting that the house of lords reversed the judgment

of the admiralty division in the Theodore H. Rand and statesman on appeal. We will not say that the ten degree range of the side lights should be done away with and another arc substituted; but we insist that judges and assessors should be possessed of sufficient brains to comprehend that lights which show from right ahead to two points abait the beam are not positive indicators of a vessel's course. Articles 1 and 6 want an addendum to bring steamers when under sail and not being propelled by their engines, or when not using sails or steam and in tow, within the rules. Article 11 also requires amending by making it imperative that lights shall be displayed to warn overtaking ships and that the lantern shall be hung over the quarter, or stern, when a vessel is being overtaken by another. A ship coming up to another from a direction abait the beam is an overtaking ship, but the savans in the admiralty court who murder the rules have pronounced a dictum to the effect that the light must be exhibited over the stern and nowhere else. This is tying up the rules with red tape and destroying their sense. Articles 12 and 19 should be modified to the extent of making a distinction between one blast for a fog signal and one for a course signal. The articles do not define what kind of fog signal shall be made on board a steamer in tow with machinery disabled, or being towed when not under steam. The bill before congress embraces all the essential conditions pertaining to the systems in force or that might be recommended for the saving of life from shipwreck. The maritime code of signals is very comprehensive; but it should be examined to discover whether in certain eventualities it is ample for the purpose intended. We think that a few more questions and answers could be introduced with great advantage. In America the storm signalling methods have been brought to perfection. The organization is complete, and the reports are of a practical nature and comprehensive. The president of the United States, should the bill pass, is to appoint five delegates, and to invite other nations to send the same number each to the capital of the United States. Such an assembly of experts might, as proposed, consider the various means applied in saving life. In England we have had royal commissions, committees of state departments, and committees of the house of commons on life saving appliances, but all who investigate the subject are overwhelmed with the multitude of schemes placed before them, and the objections, *per contra*, urged. If a conference could settle what should be done by all nations to lessen the sacrifice of life, without injury to shipowners and the enhancement of rates by sea, a grand success would be achieved. Our only fear lies in the probability of visionary theorists being selected as delegates. With respect to the regulations for preventing collisions, no elongations are wanted. The rules are excellent in their way, but demand textual interpolations to make them so intelligible and positive that admiralty court lawyers should not be enabled to distort their meaning.—From the Liverpool Journal of Commerce February 17, 1888.

A life-boat propelled by steam is wanted. The ordinary life-boat now in use at our life-saving stations is excellent for the purpose, but the chief trouble is that to launch and row it to a vessel in distress oftentimes exhausts the strength of the crew and they are therefore ill-fitted to carry on the rest of their work. An examination of models and plans for life-boats propelled by steam or electricity was recently held in England, but we believe none of these plans was considered as satisfactory. A life-boat propelled by means that would leave the crew free from the work of rowing would certainly be an immense addition to life-saving appliances and that one could be made is apparently within the compass of our inventive talent. The great difficulty seems to be to find some means which can be utilized at a moment's notice and yet be more effective than oars.—Maritime Reporter.

A very good paper upon "Our Naval Reserve and the necessity of its organization" by Captain Cooke, U. S. N., was read last week at a meeting of the New York branch of the United States naval institute. The captain treated his subject very clearly and demonstrated to the satisfaction of his audience, who could well appreciate the importance of the measure, the advantages that the country would gain from the establishment of a naval reserve. We are glad to see the officers of the navy taking such an active part in this matter and it would be very pleasant if the officers of the merchant service would evince an equal interest in a subject which is of such importance to the shipping of the country. At present naval men and yacht owners seem most concerned in having the measure become successful, but without the aid of merchant service officers the plan must necessarily fail. A naval reserve is wanted and must be established, and it is sincerely to be hoped that ship-masters and their officers will consider the subject favorably and give their hearty support to a scheme which is so much for their advantage.—Maritime Register.

VARIATION AND DEVIATION OF THE COMPASS.

CLEVELAND, February 21.
To the Editor of the Marine Record:

We notice in your last issue an article entitled "Deviation of the Compass," and the science and laws of magnetism will have to be more generally recognized, etc.; and as you say, how to know the correct deviation in any latitude. The variation of the compass is evidently greatest in high latitude, and least near the equator. And, how to find the correct deviation of the compass is simple to an experienced navigator, and masters of all ships ought to be well informed in the use of an azimuth compass; should know how to take an amplitude when the sun rises or sets. The sun then is said to be on the prime vertical circle, and bears nearly east and west; but it would be necessary to know the latitude and sun's declination for the day of the month in order to correct the amplitude. In high latitude when the meridian altitude is low the variation may be found at noon from the magnetic azimuth observed; but to do this it is necessary to have a clock previously regulated to apparent time at ship, so that the sun's bearings may be observed the instant the watch shows 12 o'clock, because the sun is then true south in north latitude, and true north in south latitude, and the deviation, as shown by the compass, is the true variation found.

A common steering compass may be made a very good substitute for an azimuth, in the following manner: Place the compass as near the binnacle as possible, and in such a position that the sun, either rising or setting, can be seen over it, then take a plane-scale or a thin straight-edge and place it over the center of the cord in the direction of the sun. Look along the edge of the scale and see that the far end of it points to the sun center. Then the point or fraction of a point of the compass, which is under the edge of the scale, will be the sun's observed amplitude, which must always be reckoned from the east or west, points toward the north or south. When the sun's declension is at 00 then the sun rises upon the true east and sets upon the true west point of the horizon.

The rules above may appear somewhat complicated to one inexperienced, but it is evident to me that masters on the lakes should have a knowledge of these simple methods in correcting a faulty compass. There are several other methods worked by inspection, which would require some study to master. Our opinion is this, a revival of the laws of magnetism is not necessary, but a revival of masters.

L.

THE SHIPPING PROBLEM.

A correspondent writing to the Boston Evening Transcript says: "The relative cost of sailing foreign ships and of our own does not, as it seems to me, have the attention it should have in the discussion going on. If I am rightly informed, the steward of almost any one of our three-masted coasters gets more wages than the captain of an English iron ship, carrying wheat from San Francisco to England. Not that the steward is overpaid for the care of the larder he must have in charge on our ships, but when the ships are manned by the sailors of the same nationality, why the enhanced cost of living? or does it all go through the cabin?"

Surely the first cost of the ship has nothing to do with the cost of sailing. On ships of wood there is always a large outlay in overhauling, to fit for a wheat freight, not called for on the ship of iron. The difference in favor of the iron ship in the matter of insurance is no small item. There must be good reasons why iron ships can carry wheat from San Francisco to Queenstown, for orders, for less than twenty-eight shillings, when our ships would starve their owners at ten shillings more. In the harbor of Queenstown in February, 1882, I saw a hundred flags flying from as many grain-laden ships lying at anchor, waiting orders, and there were but two of our own American flags among them, and the two were as handsome wooden ships as one would wish to see, while the others were all of iron, many of them as handsomely turned and rigged as our own ships. To an American ship owner it was not a sight that gratified his pride of country, or his long cherished admiration for our American built ships, several of which he had been interested in from the laying of the keel. Many of the fine ships built in New England, for the India and China trade, are now termed barges, and are towed from port to port, with holds full of coals, not spices, coffees and teas."

United States Engineer Poe suggests that the new railroad bridge over the Sault canal should be under the canal management, with a view to reducing to a minimum delay to both trains and vessels.

THE YORKTOWN.

EAST ROCKPORT, February 20, 1888.

To the Editor of the Marine Record:

In a recent issue I saw the question who owned and sailed the schooner Yorktown, on her ocean voyage. She was sailed by Captain Tupper, a resident of Cleveland, and owned by Mr. Bradley. She was loaded with staves and petroleum and left Cleveland in August, 1884. ONE OF HER CREW.

[Around the Lakes Continued from 1st Page.]

CHICAGO.

Special to the Marine Record.

Messrs. Davidson & Holmes have sold the schooner Mary L. Higgie for James L. Higgie, of this city, to H. A. Estell for \$8000. Also, the schooner Gage for J. S. Dunham to Charles Sirbon for \$3 500 cash.

The following vessels have been chartered to load corn for Buffalo at 2½ cents: The T. W. Primer, David Vance, P. F. Marsh, and Foster. The Hiawatha and Minnehaha have been chartered for corn to Ogdensburg at 5 cents.

At the Chicago drydock they are finishing the work on the Kelderhouse, and she will go out about Thursday. Captain Neil Blaney, who has been looking after the work, is well pleased with the condition of the boat, and says she ought to rate A1 with a star. She has been thoroughly overhauled, and is as good now as wood and iron can make her.

Frank Boughton has sold his steambarge, the City of New York, to the Chicago Lumber Co., of this city, for \$14,000.

The Miller Bros. are finishing up a lot of work they have on hand, and are hurrying business as fast as possible. There are twenty-five or thirty boats waiting their turn. Since our last report they have commenced work on the steambarge Wyoming, which will have a thorough recalking, and the tug Munson will have a general overhauling to put her in first-class condition for the coming season.

There is no anticipated trouble here among ship carpenters and talkers. Two weeks ago the men at Miller Bros.' dock received \$3.00 per day for ten hours' work, and Monday the men at the Chicago drydock began working at the same rate. There is good feeling prevailing between owners and men.

The chief engineer of the Lake Michigan and Escanaba Transportation Co., is doing considerable work on the Rhoda Emily and Inter Ocean, getting their machinery in shape, and in about two weeks will go to Cleveland to do some work on the Argonaut.

Captain Miles Barry, the well-known tug man of Muskegon, spent a couple of days in the city last week, calling upon his Chicago friends and making some business arrangements for the coming season.

The schooner Margaret A. Muir will load corn for Georgian Bay at 2¼ cents.

There will be no changes in either keeper or surfmen in the life-saving station at this port this spring, all of last season's crew being re-engaged. They are placed as follows: Keeper, Captain T. St. Peter; No. 1, Edward Dionne; No. 2, Benjamin Langlois; No. 3, Thomas Wilson; No. 4, Jos. St. Peter; No. 5, Frank Lafond; No. 6, Thorwald Madland; No. 7, Frank Lanzi. Captain St. Peter informs your correspondent that he wants more room. He is compelled to live with his family in the station building, and with the crew, boats and apparatus. He finds the place too small for comfort and utility. We hope he may get the new building which for some time has been under the consideration of the powers that be. The life-saving service has earned a reputation that certainly deserves the recognition of the government, and instead of cutting down the staff of men at each station and neglecting to appropriate funds sufficient to defray the expenses of the service, let keepers and crews have living salaries, good quarters, and the best facilities for doing the work they have to do.

HOPKINS.

EAST SAGINAW.

Special to the Marine Record.

The past week in the Saginaw Valley has been an exceedingly spring-like one. The sound of calking could be heard on all sides. Painting, repairing, and getting ready for business was the order of the day; but lo and behold the change. A blizzard came Sunday, and they have all crawled back into their holes again, waiting, as it were, the turn of the tide.

Captain Tip Hunt has chartered his steambarge Martini to carry lumber from any port to Toledo for Clark & Terhune; terms private.

The owners of the steam sand sucker Ida Burton have struck luck indeed. They are getting \$70 a day, all winter, for their cen-

trifugal sand pump, for railway construction purposes.

Wildman Bros., Excelsior boiler works, have just completed a large marine boiler for the tug River Queen, of Chicago; also, one for the tug Nat Stickney. The immense boiler for the steambarge A. A. Turner is fast nearing completion, and will be delivered at Port Huron by April 1st. This firm can not be beaten on marine work.

The popular tug office of Messrs. Cornell & Stafford is enjoying a good business among the marine men, for which this might be called headquarters. The proprietors are gentlemen in every sense of the word. Strangers coming to our port will always find the MARINE RECORD at the tug office.

The barge Norway, owned by Shaw and others, of this city, is to have \$1,000 put on her in repairs at the Wolverine drydock, Port Huron.

Captain George King, of Bay City, has sold the tug George B. Dickson to a railroad company at Fairport, O.; consideration \$4,600. Captain King will get another tug.

The tug Edgar Haight, owned by the Shaw Transfer Co., has had \$500 worth of repairs put on her boiler during the winter, and she will come out in the spring better than ever. Captain R. Armstrong has taken a one-third interest in this tug, over which there has been considerable trouble with the former owner Fred Barclay.

Captain Hancock is busily engaged calking and painting the barges G. K. Jackson and R. Botsford. They present a fine appearance.

A. C. McLean's barge, the B. B. Buckhart, has been entirely rebuilt at Dunford & Alverson's drydock, Port Huron. She would make a fine steambarge.

Captain Wm. Brown has been transferred from the barge G. W. Wesley to the barge Ida Corning which L. P. Mason recently purchased from Captain Rogers.

Captain J. E. English is now at Escanaba, looking after his fine propeller Lucile. Captain English has purchased the Golden Eagle to run in connection with his steamer W. R. Burt on the River line.

It is expected here that lumber freights will open at about \$2 to Buffalo.

Captain J. N. Stewart, formerly master of the barge Mary Birchhead, has been engaged as master of the barge Norway. Captain Stewart is one of our pioneer marine men, having run the first steam ferry between this city and Saginaw city, away back in the sixties. The captain says that the well-known old settler, Curtis Emerson, also had a steam ferry about that time, which was used for teams only. In the year 1862-3 the captain says he ran his ferry the whole year. Such was the open winter the river did not freeze fairly over. SHAW.

LOGS AND LUMBER.

Bliss Bros., the Bliss Lumber company and J. W. & E. S. Bliss, have sold 6,000,000 feet of lumber since Jan. 1, which is being moved by rail.

The N. & A. Barnard Lumber company expect to manufacture 10,000,000 feet of hemlock next season. They are shipping at present from three to five carloads of hemlock daily.

S. J. Murphy & Sons, of Green Bay, propose putting in about 20,000,000 feet of logs on the Menominee and its tributaries this winter, for their mills there. They have about 10,000,000 feet hung up which they expect to get out. Their planing mill will probably go into operation about the first of March.

Delta county, in which Escanaba is situated, contains 13 operating saw mills. In 1886 there was manufactured 82,310,000 feet of lumber, 20,000,000 shingles, of which amounts but 17,000,000 feet of lumber and 3,000,000 shingles remained on hand December 31. During 1887, 100,055,000 feet of lumber was manufactured, making, as will be seen, an increase of 17,755,000 over the previous year. While there was a considerable decrease in shingles, there was an increase in lath. The amount of lumber on hand at the commencement of the present year was 10,550,000 feet. As near as can be ascertained from various sources 25,000,000 feet of logs remained unsawed last season, which, together with the cut of this winter, will but slightly, if any, increase the logs on hand at the inauguration of the manufacturing season, the superabundance of snow impeding the cut to a considerable extent.

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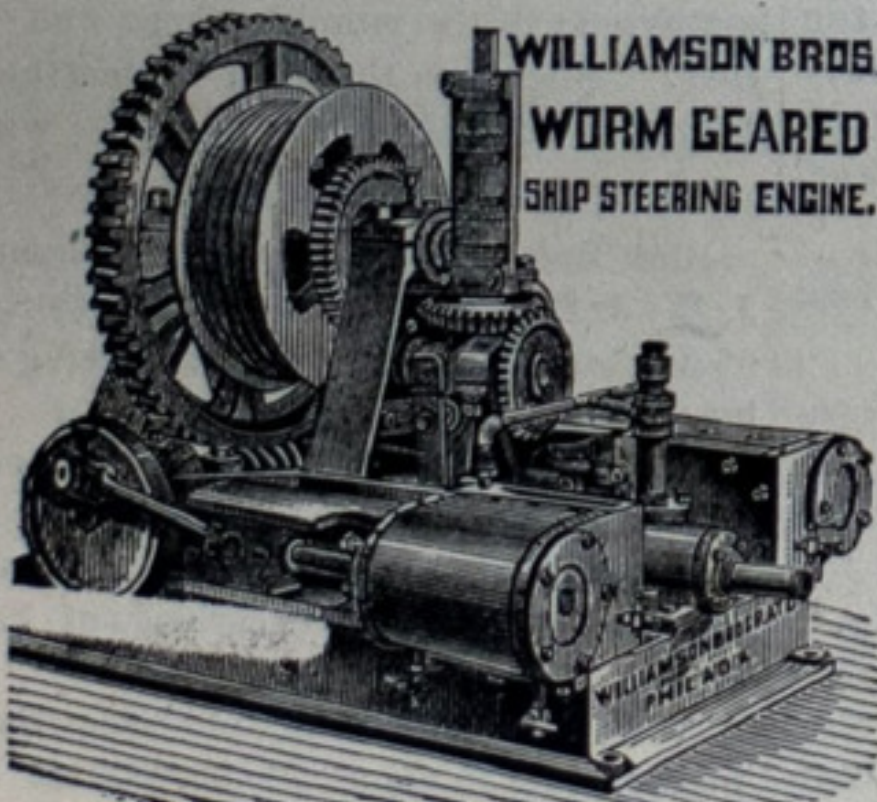
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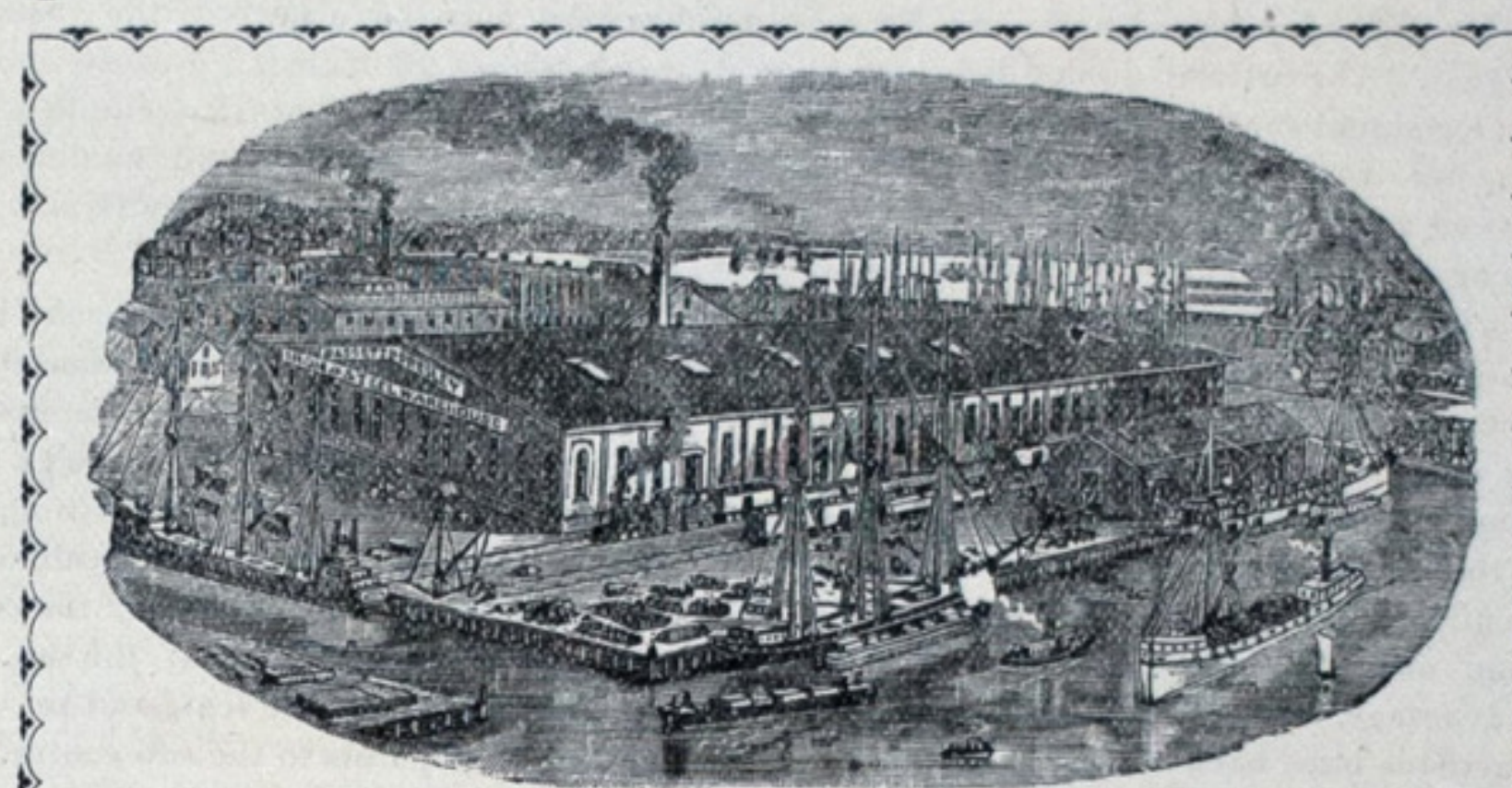
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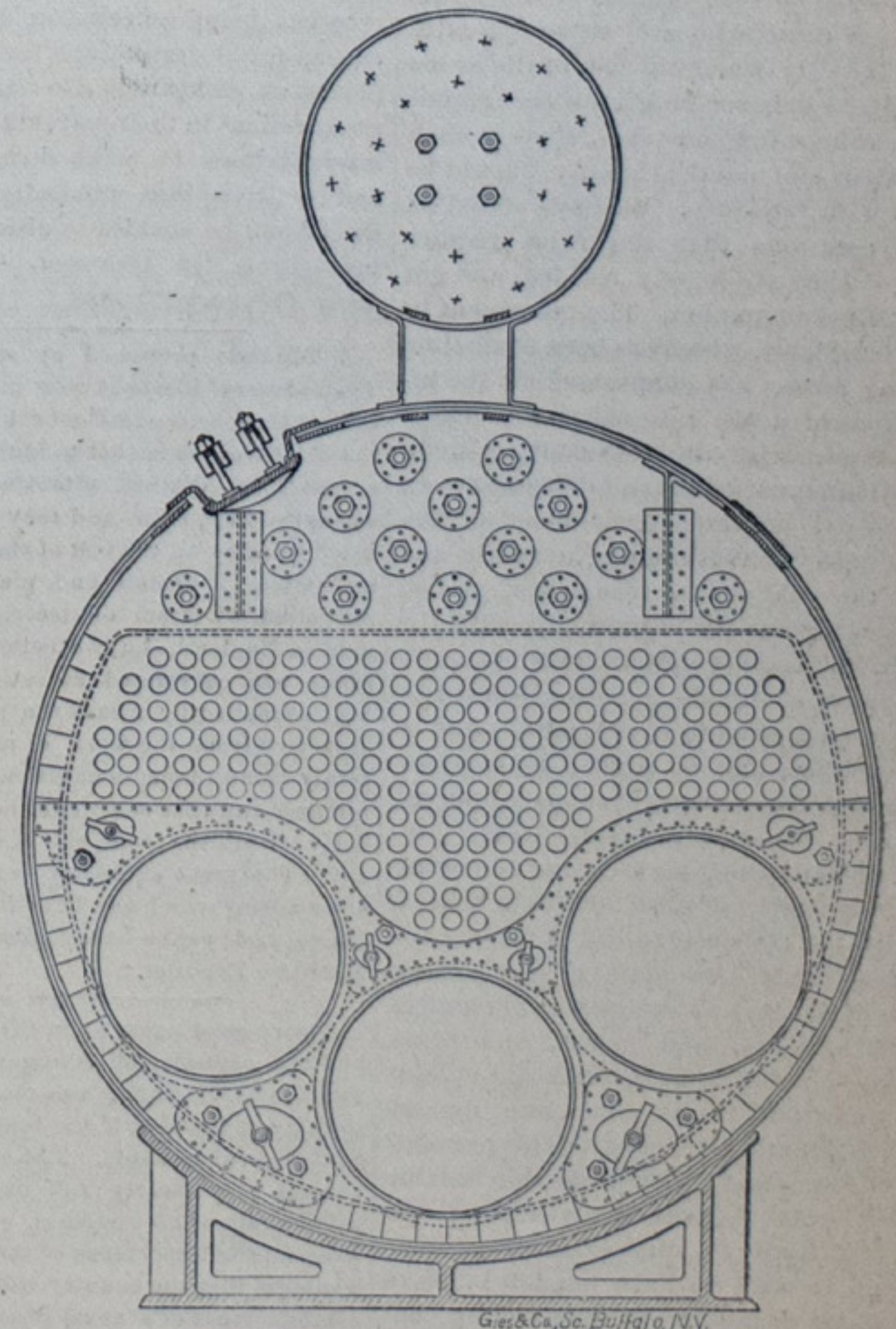
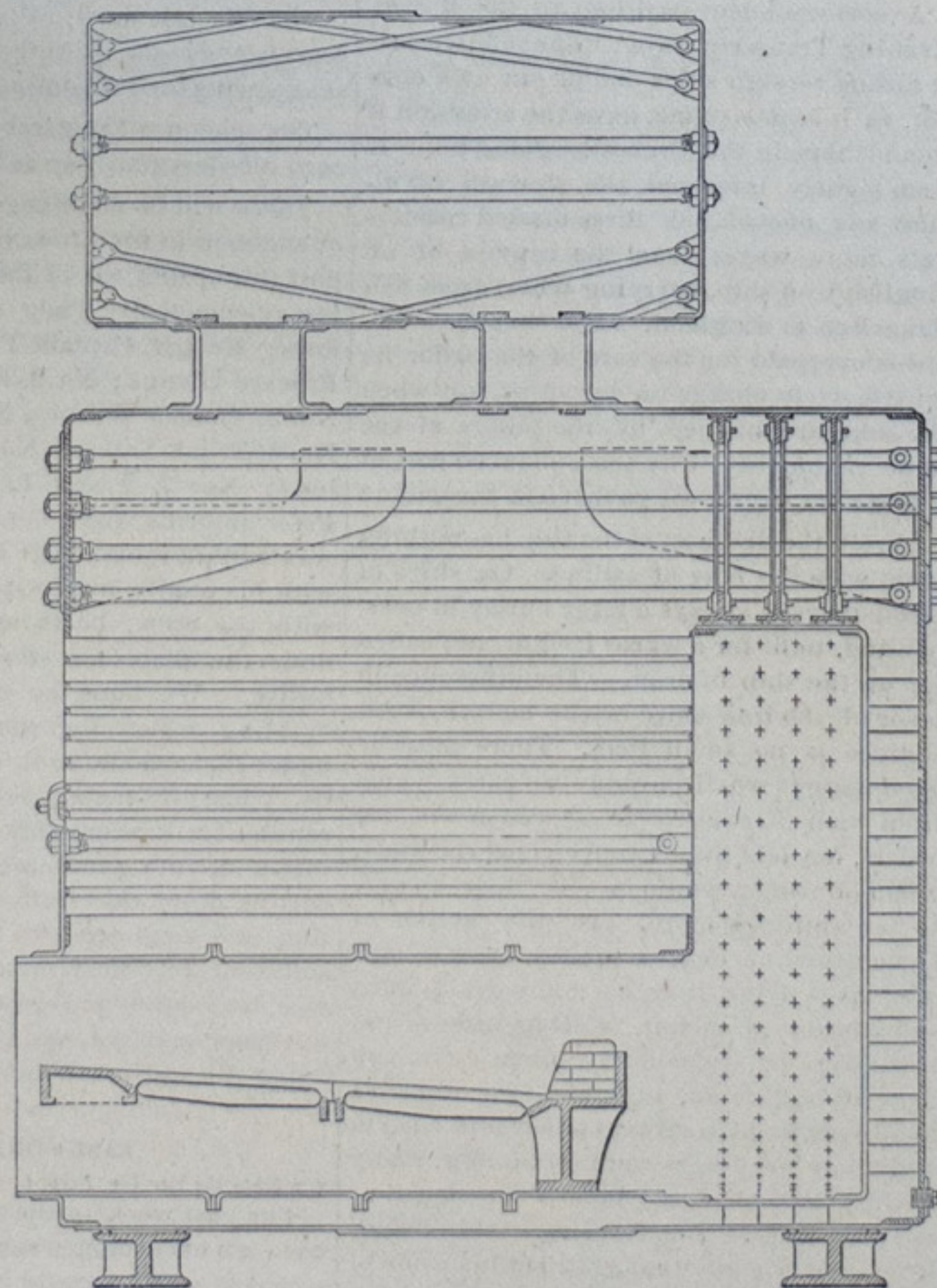
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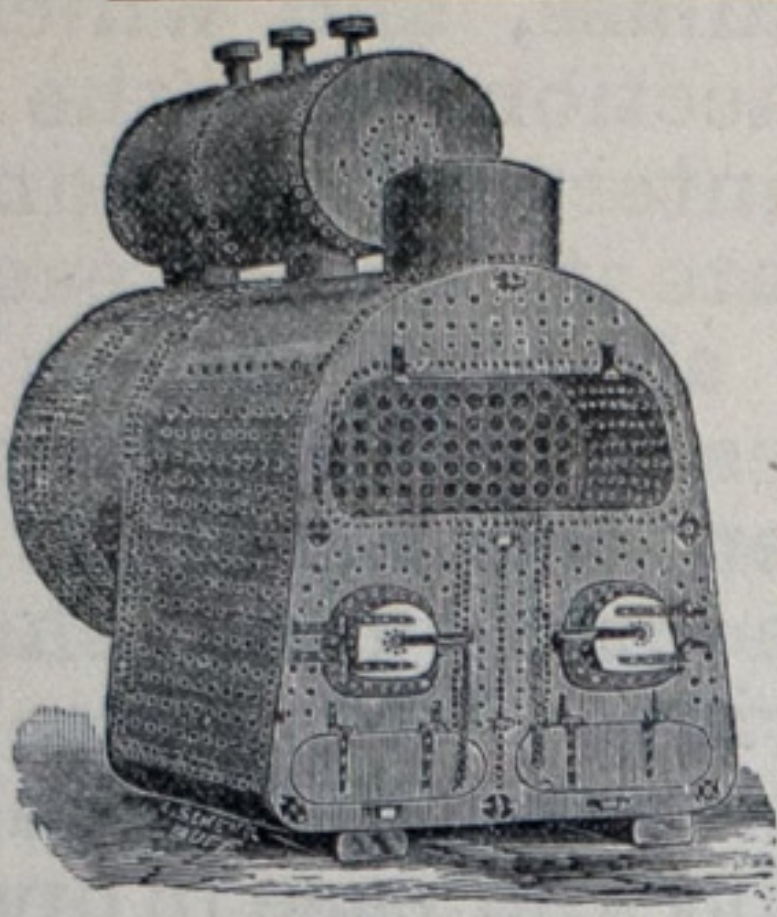
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 meridian) time, which is thirty-three minutes slower
 than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	12 55 A M	12 55 A M
No 8, N. Y. B & A Express.....	12 55 A M	12 55 A M
No 26, Elyria Accommodation.....	17 45 A M	17 45 A M
No 24, Buffalo Ac'om via Sandusky	10 05 A M	10 15 A M
No 24, Toledo Accom via Norwalk	10 05 A M	10 15 A M
No 10, New York & Boston, Flyer	11 35 A M	11 35 A M
No 12, N. Y. & B Fast Express.....	12 20 P M	12 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	10 00 P M
No 22, Night Ex via Sandusky.....	10 40 P M	10 40 P M
No 26, Connect Accommodation.....	14 25 P M	14 25 P M
Westward.	Arrive	Depart.
No 1, Fast Limited Express.....	12 15 A M	12 15 A M
No 22, Cleveland Express.....	12 15 A M	12 15 A M
No 3, Chicago Express via	15 30 A M	15 45 A M
No 25, Mich Accom Norwalk.....	15 45 A M	15 45 A M
No 21, Toledo Ex via Norwalk.....	11 50 P M	12 20 P M
No 5, St Louis Ex via Sandusky.....	10 50 A M	10 55 A M
No 9, Chi Pac Ex via Norwalk.....	10 55 P M	11 15 P M
No 31, Elyria ac to Elyria only.....	14 30 P M	14 30 P M
No 27, Connect Accommodation.....	18 10 A M	18 10 A M

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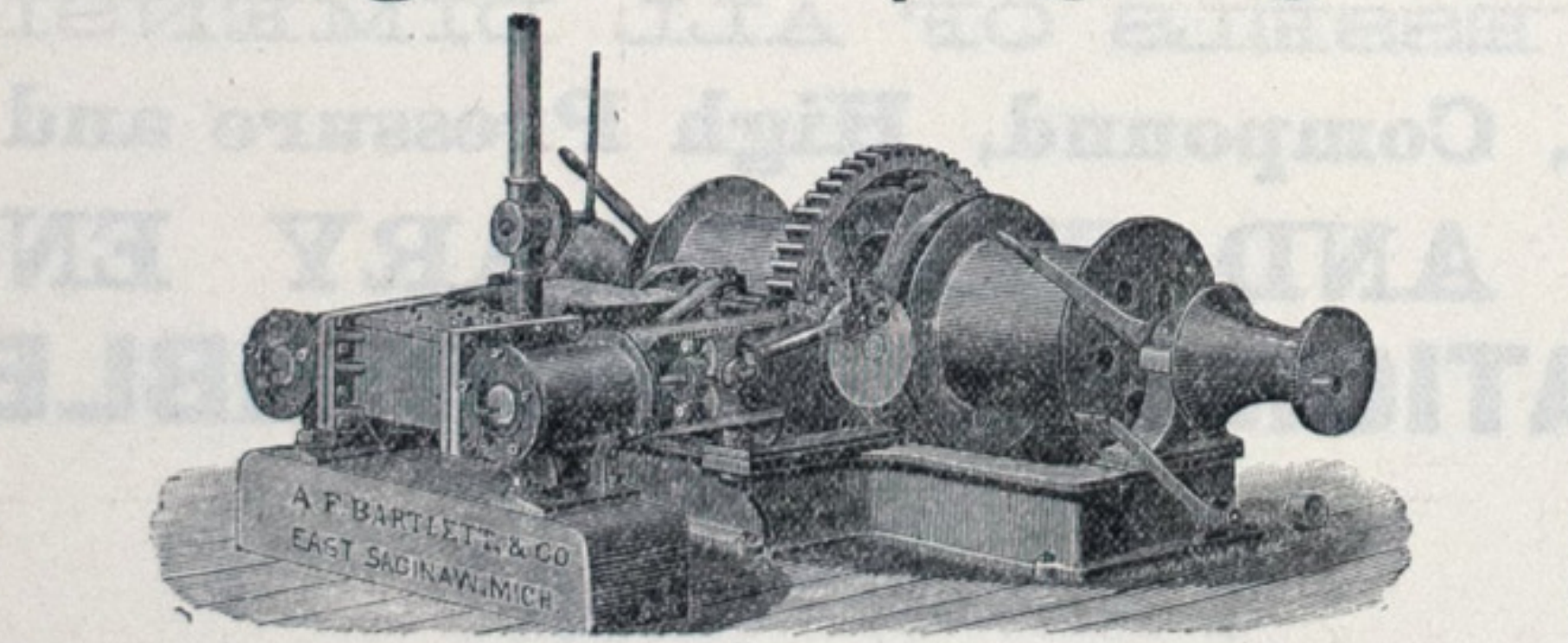


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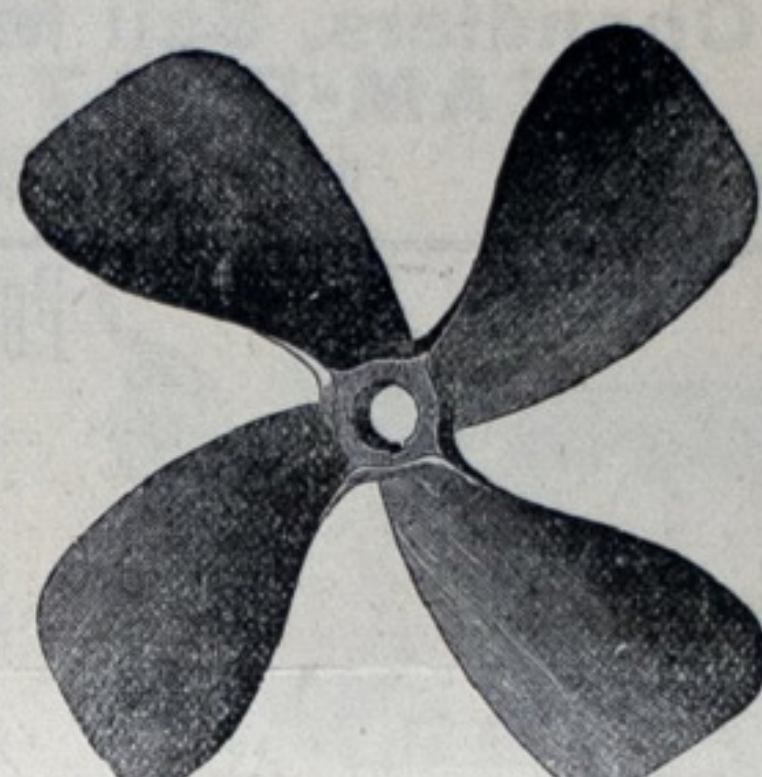


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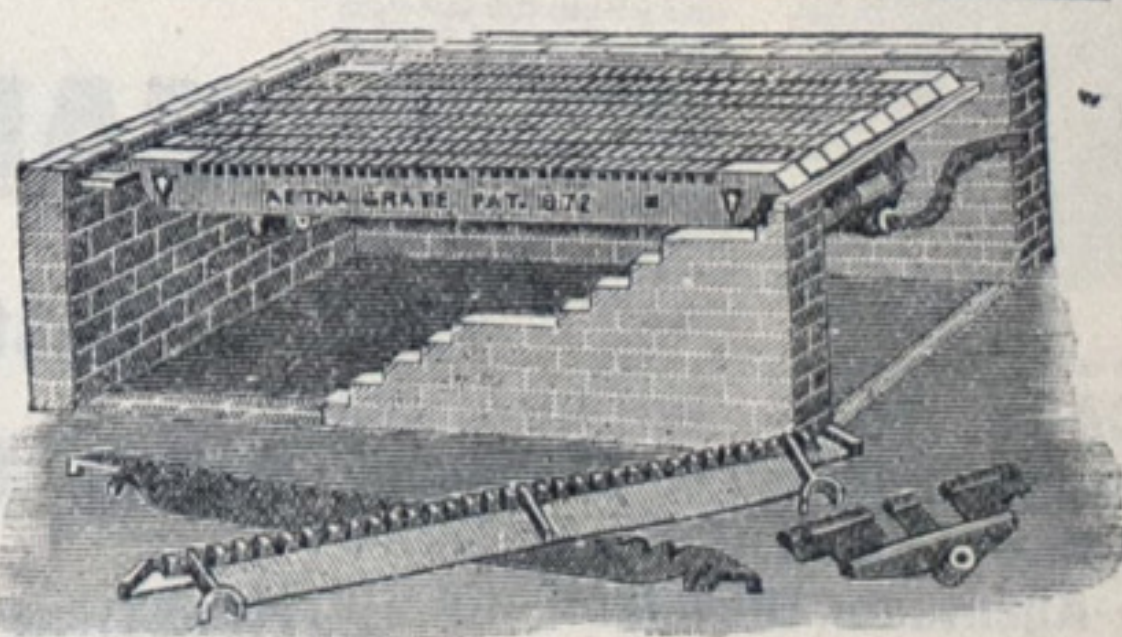
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Length 60 feet, beam 14 feet, depth 7 feet, draft 7 feet, engine 17 by 17, boiler 10 feet long, 5 1/2 feet diameter, of 36ths plate, allowed 90 lbs. of steam. Rebuilt in 1885. Hull rebuilt in 1887.

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Length 54 feet, beam 15 feet 6 inches, depth 7 feet, engine 17 by 18, boiler 10 feet long, 5 1/2 feet diameter, of 36ths plate, allowed 90 lbs. of steam. Rebuilt in 1885. Apply to the
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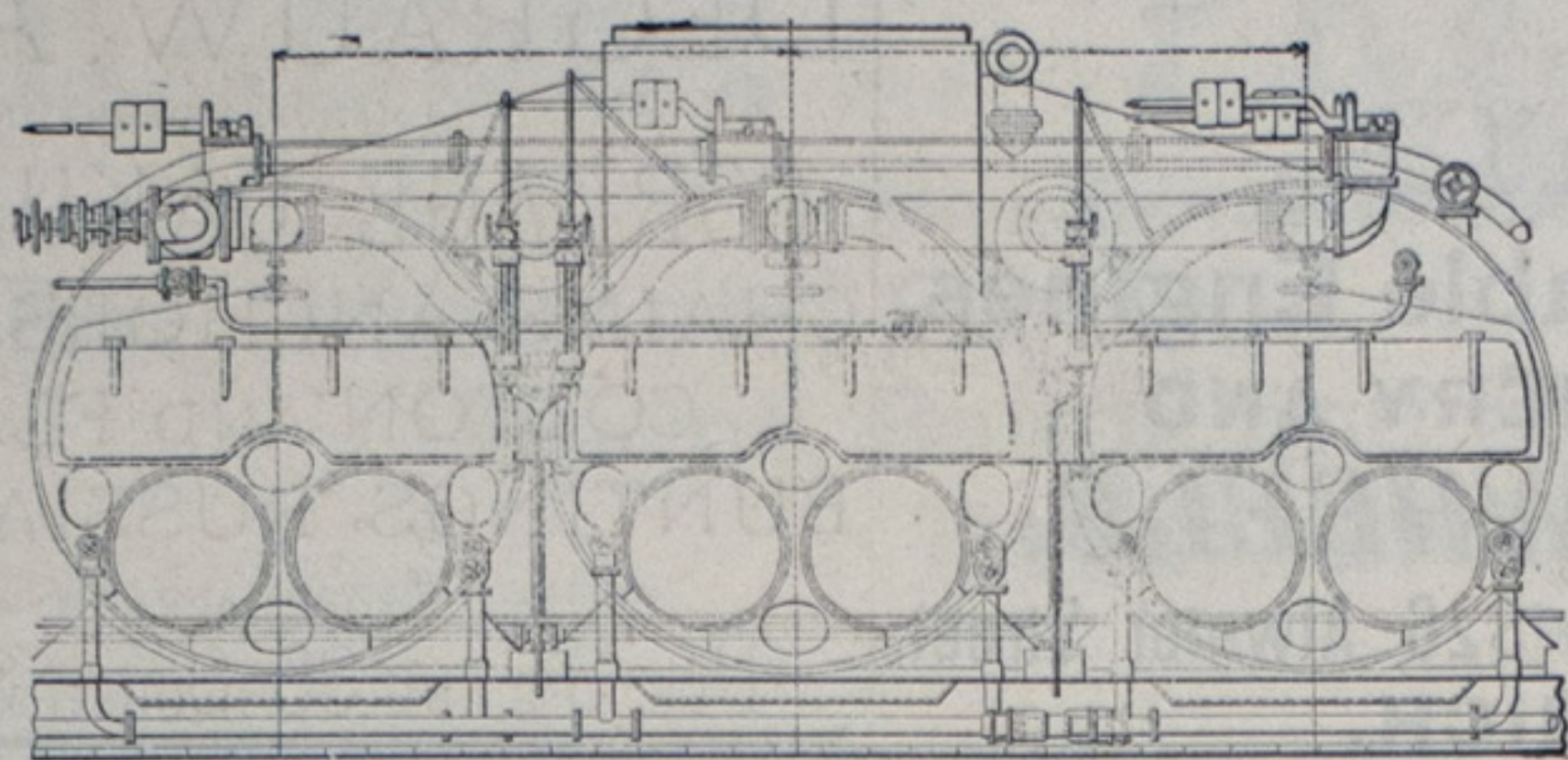
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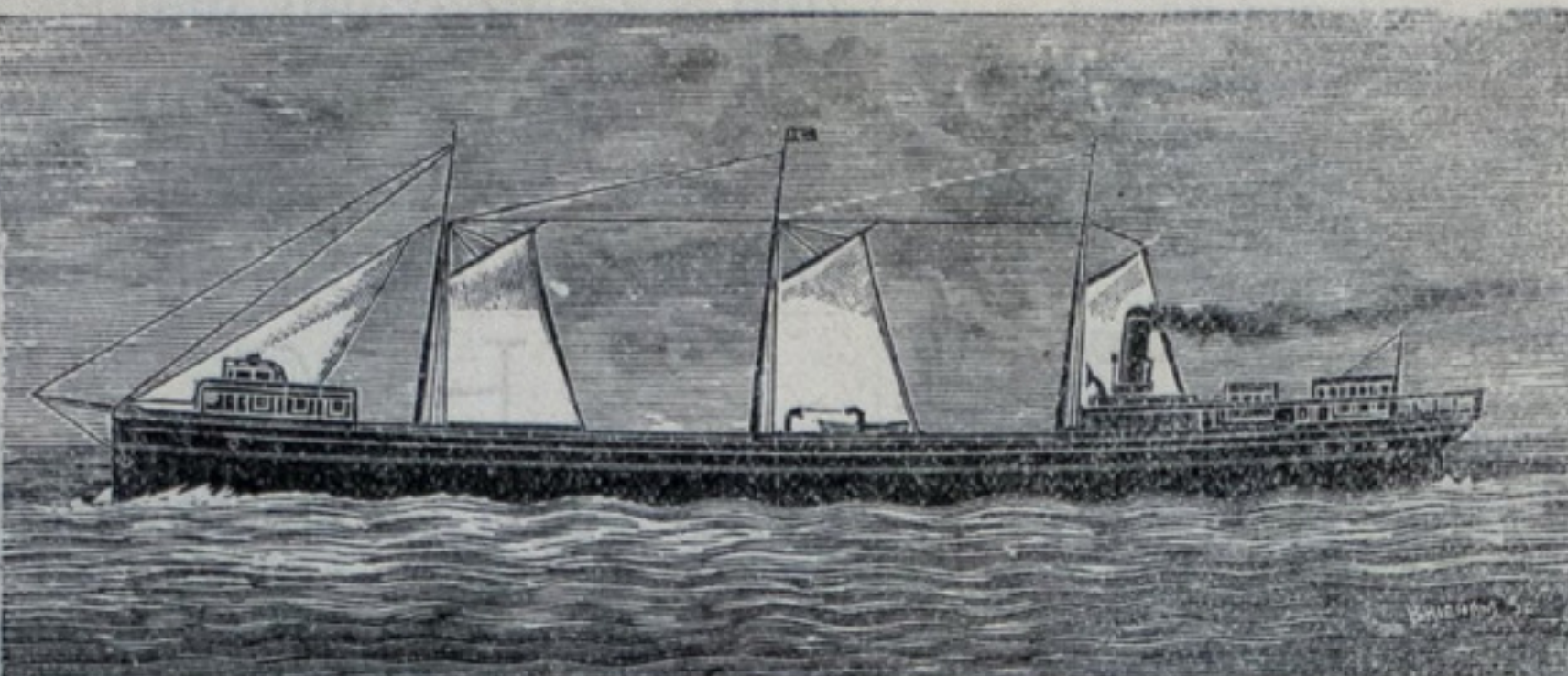
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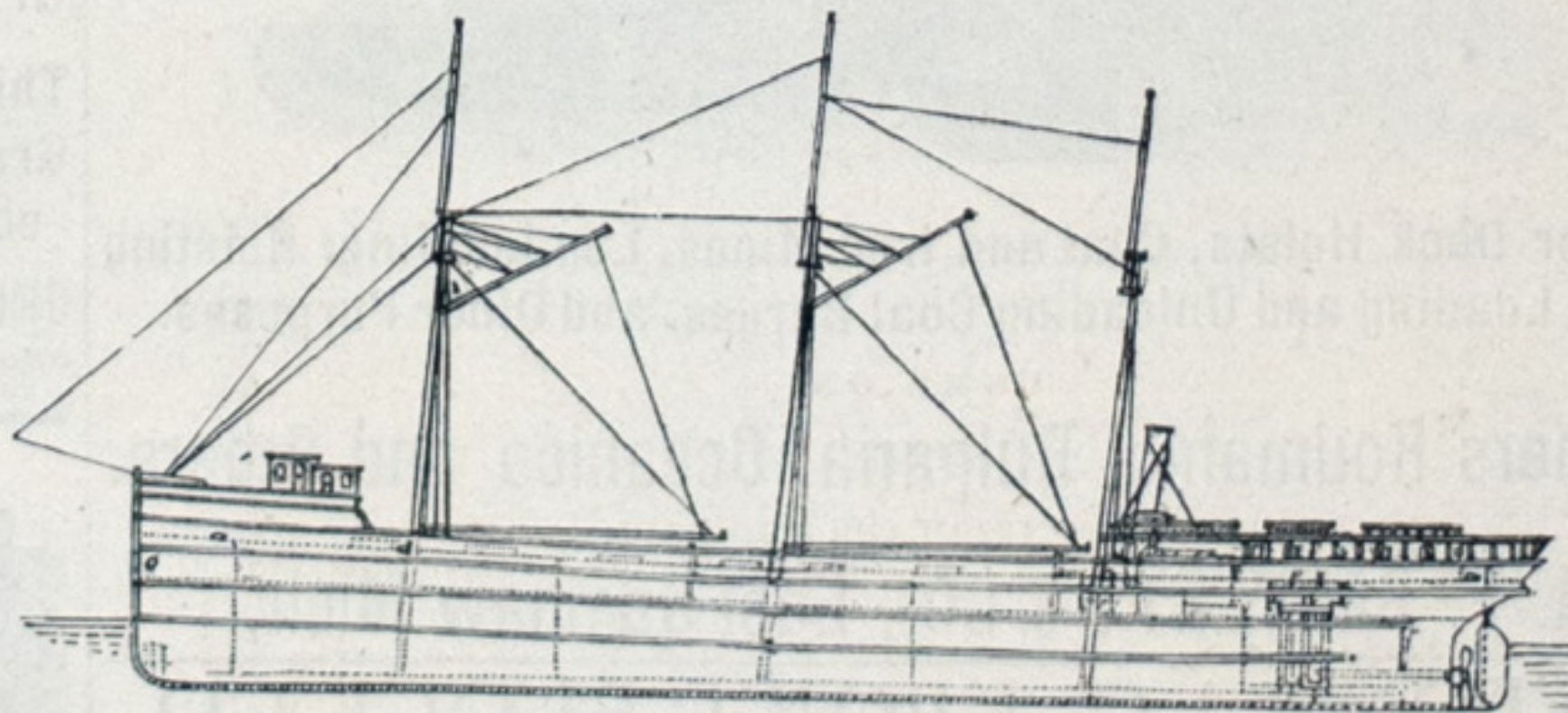
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IRON SHIP YARD, Old River Bed, foot of St. Paul St.
CLEVELAND, OHIO.

THE MARINE RECORD.

SUPPLEMENT.

Continued from Second Page.

with the Mississippi river by way of the Desplaines and Illinois rivers, so as to afford a continuous water route between the great lakes and the Gulf of Mexico, capable of use by the largest river vessels. Same bill introduced in the senate (s. 1234) January 9, by Mr. Farwell, of Illinois.

Sec. 3. That it shall be the duty of said commission to direct and complete surveys, examinations, investigations, topographical, hydrographical, hydrometrical, and otherwise between the head of Lake Michigan, at Chicago, and the Mississippi river, by way of the Illinois and Desplaines rivers, as may be deemed necessary to said commission to carry out the purposes of this act. And to enable said commission to complete such surveys, examinations, and investigations, the secretary of war shall, when requested by said commission, detail from the engineer corps of the army such officers and men as may be necessary, and shall place in charge and for the use of said commission such vessel or vessels and such machinery and instruments as may be deemed necessary. The secretary of the treasury shall, when requested by said commission, in like manner detail from the coast and Geodetic survey such officers and men as may be necessary, and shall place in charge and for the use of such commission such vessel or vessels, and such machinery and instruments as may be under his control, and may be deemed necessary. And the secretary of the navy shall, in like manner, on request of said commission, detail such officers and men from the navy and the naval department as may be necessary to enable said commission to examine, investigate, and report upon the importance and relation to the defenses of the Union of the work to be done as contemplated by this act, and shall place in charge and for the use of said commission such vessel or vessels, machinery, and instruments as may be under his control, and may be deemed necessary, and the said commission may, with the approval of the secretary of war, employ such additional force and assistance, and provide by purchase or otherwise such means, appliances, and property as may be deemed necessary for the carrying out and completion of the purpose of this act.

Sec. 4. That it shall be the duty of said commission to take into consideration and mature and execute such plan or plans as will be found proper to connect Lake Michigan at Chicago with the Mississippi river by way of the Desplaines and Illinois rivers, and such other ways as will complete and render available that route, so as to afford a continuous water route between the great lakes and the gulf of Mexico, capable of use for the largest river vessels, the discharge of water from the lakes to be 600,000 cubic feet per minute, or as near thereto, more or less, as shall be found practicable, and to make estimates of the cost thereof, and to report the same, and all their doings in the premises to the secretary of war at the earliest practicable time, and from time to time thereafter, to be by him transmitted to congress.

Sec. 5. That the said commission shall have under its control the whole of such water-route from Lake Michigan to the Mississippi river, including all property secured for its completion and the locks and dams in the Illinois river and the Illinois and Michigan canal so soon as the title thereto is obtained by the United States, or so soon as the United States is entitled to the possession or use of the same, or any part thereof.

Sec. 6. That the secretary of war is hereby authorized to expend the sum of \$100,000, or so much thereof as may be necessary for the payment of the salaries herein provided for, and for the necessary expenses incurred in the completion of such surveys, examinations, investigations, proceedings, and reports of said commission as they may make as herein provided for, such sums to be paid out of any money in the treasury not otherwise provided for and out of such moneys as may be appropriated for the doing of the work contemplated by this act.

House Bill 3267.—For the relief of inland navigation. Introduced January 9, 1888, by Mr. Jones, of Alabama.

That every master of a vessel of twenty tons burden or upward, navigating and engaged in commerce upon the lakes and rivers of the United States, which are common highways of commerce, and open to general or competitive navigation, may make a contract in writing or in print with the seamen on board such vessel, describing the voyage or term of time for which such seamen shall be shipped, the services to be performed, and the wages to be received by them, which may be attested by a shipping commissioner, if there be one at the port where such contract is made. Seamen who have signed such a contract shall be entitled to the same relief and protection as now provided by law, and subject to the penalties as hereinafter provided.

Sec. 2. That any such seamen neglecting and refusing, without reasonable cause, to join or proceed in his vessel, or for absence without leave at any time from his vessel or

his duty, shall be imprisoned for not more than one month.

Sec. 3. That the master or owner of such vessel may, if he desires to do so, discharge and pay off the seamen at the expiration of the voyage or term of time for which they may have contracted, before a shipping commissioner, and the commissioner shall in such case, if required, sign and give to such master or owner a statement of the amount so paid, and such statement shall, between the master or owner and the seaman or the master and his employer, be received as evidence that the payments therein mentioned have been made.

Sec. 4. That the shipping commissioner shall be entitled to fifty cents for each seaman named in the contract which he may attest, and shall also be entitled to ten cents for each seaman discharged before him, to be paid as is now provided by law.

Sec. 5. That seamen may, by agreement, serve on board such vessels a definite time, or on the return of any such vessel to the port of departure, may reship in the same vessel, without the payment of additional fees to the shipping commissioner.

Sec. 6. That in the construction of this act every person having the command of any vessel included within its purport and intent shall be deemed the master thereof, and every person who shall be employed to serve in any capacity on board such vessel shall be deemed a seaman; and the term owner shall be taken and understood to comprehend all the several persons, if more than one, to whom the vessel shall belong.

House Bill 4288.—To create navigable waters between Lake Erie and Lake Ontario, in the state of New York. Introduced January 10, 1888, by Mr. Nutting, of New York.

That there be constructed around the Falls of Niagara, within the county of Niagara, in the state of New York, a navigable canal for the passage of merchant ships and ships of war between Lake Erie and Lake Ontario and the navigable waters connected therewith.

Sec. 2. That the location of said canal shall be made by five commissioners, to be appointed by the president of the United States, no one of whom shall be a resident or citizen of Niagara county, nor interested directly or indirectly in any real estate therein.

Sec. 3. That all necessary surveys and estimates for said canal shall be made within six months of the passage of this act, and the building thereof shall be prosecuted to completion under the direction of the president of the United States.

Sec. 4. That in order to defray the expenses of the construction of said canal the sum of — millions of dollars be, and the same is hereby, appropriated.

House Bill 4940.—To amend the admiralty law. Introduced January 16, 1888, by Mr. Lawler, of Chicago, Illinois.

That in all suits in admiralty, by materialmen, for supplies, repairs, or other necessities, the libellant may proceed against the vessel and freight in rem, or against the master or owner in personam; and hereafter there shall be no distinction between domestic and foreign ports or vessels in respect to the remedies and liens of materialmen for such supplies, repairs or other necessities, but the jurisdiction and practice of courts of admiralty shall be uniform in all cases.

House Bill 4977.—To amend section forty-four hundred and sixty-three, chapter two, Revised Statutes of the United States. Introduced January 16, 1888, by Mr. Tarsney, of Michigan.

That section forty-four hundred and sixty-three of chapter two, title fifty-two of the Revised Statutes of the United States, be amended so as to read as follows:

"Sec. 4463. No steamer shall depart from any port unless she shall have in her service a full complement of licensed officers and full crew, sufficient at all times to manage the vessel, including the proper number of watchmen. But if any such vessel, on her voyage, is deprived of the services of any licensed officer, without the consent, fault, or collusion of the master, owner, or any person interested in the vessel, the deficiency may be temporarily supplied until others licensed can be obtained."

Sec. 2. This act is ordered to take immediate effect.

House Bill 5641.—For the relief of captains, pilots, engineers, and mates of steam vessels. Introduced January 23, 1888, by Mr. Tarsney, of Michigan.

That the secretary of the treasury is hereby authorized and directed, under such rules and regulations as may be by him adopted, to cause to be refunded and paid out of any money in the treasury not otherwise appropriated, to any captain, pilot, engineer, or mate of steam vessels, their heirs, executors, administrators, agents, or assigns, the several sums paid by them respectively to the United States as license fees and for certificates authorizing them to prosecute their occupations, and for renewals of the same, from June eighth, eighteen hundred and sixty-four, to April fifth, eighteen hundred and eighty-two, less the sum of fifty cents for each certificate of license, or renewal of the same, issued by the inspector or inspectors of steamboats to such captains,

pilots, engineers, and mates during said period.

[Substantially the same bill introduced in the senate (S. 1545) January 19, by Mr. Bates, of Tennessee.]

House Bill 6135.—For the better protection of human life on merchant steam vessels of the United States. Introduced January 30, by Mr. Cummings, of New York.

That the maximum hours of labor as prescribed by law for any licensed officer of a steam vessel shall be not more than twelve hours in each twenty-four hours. Any owner, agent, or master compelling any licensed officer to violate this section shall be punished by imprisonment for a term not less than six months or more than one year.

House Bill 6948.—To prevent the overloading of vessels and boats on the great lakes, and so forth. Introduced February 9, by Mr. Nutting, of New York.

That no vessel or boat loaded beyond its safe carrying capacity shall be allowed to commence or continue its voyage on the American waters of the great lakes Ontario, Erie, Huron, Michigan, and Superior, and the American waters connected therewith.

Sec. 2. That the collectors of customs of the several customs districts on and along said waters shall immediately, with the consent and concurrence of the secretary of the United States treasury, appoint men in their several jurisdictions to see that the provisions of section one of this act are properly carried out. No one shall be appointed to such position until he by examination shall have shown sufficient knowledge upon the subject to properly perform his duty. The United States shall pay each one of said men so appointed three dollars for each day's actual service performed, and such sum shall be paid monthly by the several collectors of customs.

Sec. 3. That it shall be the duty of each of said men so appointed to prevent any vessel or boat entering upon or continuing a voyage upon the waters mentioned in the first section of this act, which shall be loaded or laden beyond and above its safe carrying capacity. And said men, and each of them so as aforesaid appointed, are hereby empowered, authorized, and directed to supervise and inspect each and every vessel and boat about to start upon a voyage on said waters that come to their jurisdiction, and ascertain the carrying capacity of each of said vessels and boats; and each of said men so appointed is hereby authorized to enter into and upon all such vessels and boats for the purpose aforesaid without process, and shall have access to the bills of lading, books, and cargo of each and every such vessel. If it shall be found by said inspectors, or any of them, that any such vessel is loaded beyond its safe carrying capacity the said inspectors shall detain said vessel or boat until its cargo is reduced in bulk or weight to the extent to make the said vessel safe and seaworthy for its voyage. And each of said inspectors shall have the power, and it shall be his duty, to ascertain whether each vessel and boat so entering upon or continuing its voyage on the aforesaid waters has a proper and sufficient quantity and quality of life preservers and small boats, or other life saving appliances, in case of wreck or disaster, to protect the people on said boat or vessel.

Sec. 4. That it is hereby declared to be a felony for any owner, officer, or person to overload or cause to be overloaded any boat or vessel about to start on a voyage on the waters in the first section herein described; and any owner, officer or person, who shall knowingly cause or permit any vessel or boat about to start on a voyage on any of the waters described in the first section herein, to be loaded beyond its safe carrying capacity, or allow said vessel or boat to start or continue on any such voyage when so overloaded, or with insufficient life saving appliances on board, shall be guilty of a felony, and, on conviction, shall be sentenced to hard labor in some prison for a term of not more than five years, or shall pay a fine of not less than one thousand dollars, or both such fine and imprisonment may be imposed, and the district courts in the several customs districts where any such offense may happen shall have jurisdiction of said offenses.

Sec. 5. That this act shall take effect immediately.

Senate Bill 40.—As to obtaining the freedom of certain canals and ship railway therein named for the American mercantile marine.

Resolved, by Senate and House of Representatives, of the United States of America in congress assembled, That in order to encourage ocean ship building and promote commerce with foreign nations it is necessary to relieve the merchant marine as far as possible from all oppressive tolls and customs and duties, and in forwarding this desirable object that the president of the United States be requested to open negotiations with the governments of Great Britain and the Dominion of Canada for the purpose of having the Welland canal made free to the merchant ships of the United States.

House Bill 7085.—Mr. Chipman, Michigan, introduced, February 13, 1888, the following bill: Providing for the erection of sundry lighthouses and fog-signals in Lake Superior, Lakes Huron, Erie, and Michigan,

and range lights in Lake St. Clair and Detroit river.

That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the treasury of the United States not otherwise appropriated, and to be expended under the direction of the secretary of war, for the public works herein named:

For the removal of the lighthouse at Peninsular Point, in the state of Michigan, to the neighboring point upon Eleven-foot Shoal, with an addition of a fog-signal, \$60,000.

For the erection of a lighthouse and fog-signal at Squaw Island, Lake Michigan, \$25,000.

For the placing of a fog signal at Beaver Island, Lake Michigan, \$5,500.

For the erection of a lighthouse at White Shoals, Lake Michigan, \$60,000.

For the establishment of a fog signal at Mackinac Point, Straits of Mackinac, \$5,500.

For removal of lighthouse from McGulpin's Point, Straits of Mackinac, to old Mackinac Point, \$25,000.

For the placing of a fog signal at Twin River Point, Lake Michigan, \$5,500.

For fog whistle on breakwater at Chicago, Illinois, \$5,200.

For the establishment of range lights in the channel of Detroit river, Michigan, between Fighting Island and Lime Kiln Crossing, \$7,000.

For placing fog whistle on the breakwater at Cleveland, Ohio, \$5,200.

For the placing of a fog signal and range lights at Ashtabula, Ohio, on the end of the west pier, \$7,000.

For the placing of a fog signal at Michigan Island, Lake Superior, \$5,500.

For the placing of a fog signal at La Pointe (Point Chequamegon), entrance to Ashland Harbor, Lake Superior, \$5,500.

For the placing of a fog signal at Point Iroquois, Lake Superior, \$5,500.

For the placing of a fog signal at Cheboygan Point light station, Lake Huron, \$5,500.

For the placing of a fog signal at Presque Isle, Lake Huron, \$5,500.

For the establishment of range lights and stakes in Lake St. Clair from Grosse Point to the entrance to Detroit river, \$3,000.

For the establishment of range lights from Russell Island to St. Clair Flats canal, Lake St. Clair, \$1,500.

For placing a fog whistle at Two Harbors, Lake Superior, \$5,500.

For the establishment of a red float light at Devil's Island, Apostle group, Lake Superior, \$15,000.

For the establishment of a red and white flash light and fog signal at Rock of Ages, Isle Royal, Lake Superior, \$1,500.

For placing a fog bell at the east end of Portage Lake ship canal, \$900.

For placing a fog signal at Eagle River, Lake Superior, \$5,500.

For placing white flash range lights at Duluth Harbor, \$3,884.12.

For erection of lighthouse at Middle Island, Lake Huron, \$1,500.

For placing a fog signal at South Fox Island, Lake Michigan, \$5,500.

Senate Bill 263.—Providing for bounties to certain American built vessels. Introduced December 12, 1887, by Mr. Hale, of Maine.

That there shall be paid from the treasury of the United States the following bounties, per gross ton, upon all iron and steel steam vessels, built in the United States and firm presented for enrollment or registry after the first day of July, 1888, to wit: On all such vessels of more than one thousand gross tons and not more than two thousand gross tons, at the rate of fifteen dollars per ton; on all such vessels of more than two thousand gross tons and not more than three thousand gross tons, at the rate of twenty dollars per ton; and on all such vessels of more than three thousand gross tons, at the rate of twenty-five dollars per ton; on all such vessels under one thousand tons, at the rate of ten dollars per ton: Provided, That all such vessels shall be constructed according to plans approved by the navy department, which plans shall embrace the hulls, boilers, engines, and all machinery. Said vessels shall be at all times, for twenty-five years after their completion, subject to be taken and used by the United States government for military purposes, at a just and reasonable rate of compensation.

Sec. 2. The secretary of the treasury and the secretary of the navy shall establish all forms and regulations necessary for carrying out the purpose of this act.

Senate Bill 447.—To amend the laws relating to inspection of steam vessels. Introduced December 12, 1887, by Mr. Frye, of Maine.

That on and after July first, eighteen hundred and eighty six, the fees of United States marshals and witnesses for services under the steam boat inspection laws, the compensation of clerks to steamboat inspectors, and all other expenses of steamboat inspectors provided for in section forty-four hundred and sixty-one of the Revised Statutes shall be paid for, under the direction of the secretary of the treasury out of any money in the treasury not otherwise appropriated, instead of from funds heretofore collected from the inspection of steam vessels and the licensing of the officers of such vessels.

THE MARINE RECORD.

Senate Bill 460.—To facilitate the negotiation of bills of lading and other commercial instruments, and to punish fraud therein. Introduced December 12, 1887, by Mr. Cockrell, of Missouri.

That whenever any person residing or doing business in the United States of America, in the course of any commercial transaction between such person and any person, company, or corporation residing or doing business in any state or territory of the United States, or any foreign nation or country, shall deliver to any special or common carrier by land or water, or both, or to any warehouseman or other custodian, any personal property whatever, and shall receive or take therefor any bill of lading, shipping receipt, warehouse receipt, agreement, certificate, or other voucher, in which instrument it shall be stated that such property is deliverable to the order of any person whatever named therein, the absolute title in full to, and the right of possession of, such instrument, and to and of all such personal property whatever described therein, shall be assignable and transferable by the indorsement thereon of the person named therein, or by a separate writing executed by the person named therein, and the actual delivery of such instrument, and shall also be assignable and transferable in like manner by such assignee and transferee, and all subsequent assignees and transferees; and upon every such indorsement or assignment and delivery, such title and right of possession shall immediately pass to and vest in the assignee or transferee, subject only to such liens and conditions as may be mentioned in said instrument and in such assignment or indorsement: Provided, That if any such instrument shall state on its face that it is not negotiable, then this section shall not apply to it, nor to the property mentioned therein: And provided further, That if any assignee or transferee shall, before settlement or payment, receive actual notice of any equities chargeable thereon, he shall be bound by such notice; and no person dealing in good faith with any such instrument shall be liable as indorser or assignor after the same shall have been indorsed or assigned, transferred, and accepted by his assignee or transferee.

Sec. 2. That this act shall be construed liberally for the purpose of securing negotiability to all instruments mentioned and the assignment and transfer of the title and right of possession of all the personal property mentioned therein.

Sec. 3. That if any person shall knowingly make, issue, indorse, assign, or transfer any instrument mentioned in this act, when the property mentioned therein is not situated or in the condition as therein mentioned, such person shall, in addition to any and all penalties prescribed by the laws of any state or territory, or of the United States, be punished by imprisonment not exceeding five years, or by fine not exceeding \$5,000 or by both such fine and imprisonment.

Senate Bill 1448.—For the establishment of a bureau to be known as the bureau of harbor and waterways, and for other purposes. Introduced January 16, 1888, by Mr. Cullum, of Illinois.

That there shall be under the war department a bureau to be known as the bureau of harbors and waterways, to be officered by a corps to be known as the corps of United States civil engineers.

Sec. 2. That it shall be charged with the construction, execution, conduct, and preservation of the harbor and water-way works in aid of navigation, now completed or possessed, or in the course of construction or operation by the United States, including what is known as snagging and dredging operations; and all such works as may now or hereafter be provided for by law; and the making of all examinations, surveys, plans, and estimates, relating to harbor, and water-way improvements; and it shall be charged with the supervision of all crossings of navigable water-ways which are under the control of the United States; and it shall be charged and intrusted with the care of all the boats, instruments, implements, and plant of every kind relating to such operations, works, examinations, and surveys; and all the records and documents relating to the same as may now be, or may hereafter become, the property of the United States, all under the direction and authority of the secretary of war; and the president shall see that the transfers herein contemplated are fully and promptly made.

Sec. 4. That the chief engineer of the corps of civil engineers may be appointed from the present corps of military engineers, but of not lower rank than colonel in said military corps, and half of the associate chief engineers of said civil corps may be appointed from the military corps, but of not lower rank than lieutenant-colonel in said corps. Five of nine, five of ten, or six of eleven of the department engineers may be appointed from the military corps, but of not lower rank than major in said corps. One-half of the division engineers herein provided for may be appointed from among the officers of the military corps, but of not lower rank than captain in said corps. Twenty of the first assistant engineers of the civil corps may also be appointed from the military corps, but of not lower rank than first lieutenant in said corps.

Sec. 5. That the chief engineer of the civil corps, the associate chief, department, divi-

sion, first and second assistant engineers, of said corps shall be appointed by the president by and with the advice and consent of the senate. In the initial organization of the corps the appointment of associate chief, department, and division engineers shall be made upon the recommendation of the commission hereinafter provided for; and the appointment of first and second assistant engineers shall be made upon the recommendation of the board of United States civil engineers established by the president. The cadets of this corps shall be appointed by the secretary of war upon examination by a duly constituted board. All appointments to this corps shall be with special reference to experience, capacity, training, and fitness for the kind of work assigned to this corps, and in case of the office of chief engineer of said corps becoming vacant, it shall be filled by the appointment of one of the associate chiefs to that office; and vacancies in all other grades shall be filled by promotion from the next lower grade of the corps: Provided, however, that one-third of the vacancies occurring in any one year in the grades of second assistant engineer and first assistant engineer may be filled by engineers not formerly members of the corps, who may present themselves as candidates and submit to such examinations and tests as may be provided for in the rules and regulations.

Sec. 6. That the relative rank in each grade below that of associate chief engineer shall be determined by date of commission, and in the initial organization of the corps the engineers from the army shall take rank in alternate position with the civil engineers in each grade. Promotions from any such grade to a higher shall be in the order of seniority: Provided, however, that such senior officer in the grades of first assistant, second assistant, and cadet engineer shall be recommended for promotion by the examining board herein provided.

Sec. 7. That engineers from the army who shall accept appointments in this corps may resign any time within two years from the passage of this act and resume their connection with the army, without impairment of rank. As long as this option is retained they shall receive their pay in the usual manner as officers of the army on detached duty.

Sec. 8. That in making appointments to this corps below the grade of department engineer they shall be made upon the basis of work being, or that may be, conducted as herein authorized.

Sec. 9. That the pay of the officers of this corps shall be at the following rates per annum: Chief engineer, \$10,000; associate chief engineer, \$7,500; department engineer, \$6,000; division engineer, \$4,000; first assistant engineer, \$2,700; second assistant engineer, \$1,800; cadet engineer, \$1,000. All officers of this corps shall receive actual traveling expenses while traveling under orders; and the secretary of war may employ special engineering counsel in connection with works he may deem of sufficient difficulty to make this step necessary: Provided, that funds for this purpose shall have been provided for by congress.

Sec. 10. That when any officer of the corps arrives at the age of sixty-five years, he shall be retired from active service in the corps, and shall, after such retirement, receive one half of the per annum rate of pay to which he was entitled at the time of his retirement.

Sec. 11. That no officer of this corps shall be employed upon work other than that assigned to this corps, except upon the special order of the president, and such orders shall be reported to congress by the secretary of war.

Sec. 12. That for the purpose of formulating a system of rules and regulations for the proper administration of the duties of this corps, and for such other purposes as herein provided, the president shall appoint a commission, to consist of three army engineers, of not lower rank than the grade of lieutenant-colonel; and three civil engineers, citizens of the United States, all of high attainments in engineering ability and experience. It shall be the duty of this commission to carefully prepare and present to congress, as early as practicable, a system of rules and regulations for the government, direction, and guidance of the corps of United States civil engineers, in matters pertaining to disbursement of funds, projects and care of property, discipline, employes, and all other matters which may properly come within the scope of such rules and regulations. This commission shall also nominate to the president such civil and military engineers as they may deem specially fitted for commission in the grades above first assistant engineer in the corps of United States civil engineers. Such members of the commission as may not be under pay as government officials shall receive a salary of \$450 per month; and all members shall be paid their necessary traveling expenses. To defray the expenses of the commission, and for the compensation herein provided, the sum of \$10,000 is hereby appropriated, to be expended under the direction of the secretary of war.

Sec. 14. That no appropriation or allotment of money for a harbor or water-way work shall be expended upon such work unless it is sufficient to provide for the completion of said work, or unless, in addition to the current appropriation, provision shall have been made by law for funds necessary

for its completion: Provided, that this shall not apply to snagging or dredging operations continuous in their nature, or to the care and keep of plant, property and works or to the operating of works wholly or partially completed, so as to be useful to commerce, such as locks and dams, or if the funds provided are adequate to complete in a permanent manner a particular and distinct stretch, reach, section, or part of said work, which shall, by and of itself, be sufficiently beneficial to commerce to justify the completion of said stretch, reach, section, or part, or to work that is designedly of a temporary character: Provided, however, that the funds spent upon a part of a temporary work shall contemplate as much stability for the part as is contemplated for the whole work: And provided further, that the expected benefit to commerce of the partial improvement shall be positive and advisable; it being the purpose and intent of this act that no power or discretion shall rest with the engineers or war department to spend public money when they know and admit that the amount applicable to a work is insufficient to serve any useful public purpose, in connection with benefits to commerce or the completion of the work. No work shall be done except under a distinct and detail plan for each work, accompanied by estimates of annual needs of funds, and of the amount necessary for completion, and unless approved and authorized by congress; and the secretary of war shall carefully examine into all failures to complete work within the specified limits of time and money, and into all reasons assigned therefor, and report the same to congress at each regular annual session, and he shall enforce the highest degree of economy, efficiency, and responsibility among and upon the members of this corps, and a rigid compliance with law by it, and he shall report to congress upon those subjects at each regular annual session. Funds once appropriated for these works shall remain available for them until covered back into the treasury by congress; but allotments of a general fund, made by executive authority, may be changed by order of the secretary of war.

Sec. 15. That in the preparation of plans and estimates and in reports upon the progress and conduct of works and operations, all reports shall be made to the officer next in authority, to be duly and fully transmitted to the Secretary of War, and by him so transmitted to Congress at each regular session. All transactions, expenditures, and results shall be fully reported in detail. In each annual report there shall be a financial statement under the head of each separate work, giving the original estimate of cost for total completion, the amount expended and on hand at the close of the last fiscal year ending June 30th of each year, the amount originally stated as required for each year, the total and the annual amount appropriated, the amount still required, both annual and total, and whether the same is provided for.

Sec. 16. That in reporting plans and estimates as Congress may order, and in advising and recommending alteration of plans and estimates, the officer in local charge of the work shall state his views in a report to the division engineer, who shall forward it with his recommendations to the department engineer, who shall similarly forward it to the chief engineer for the consideration of the advisory board.

Sec. 17. That each division engineer shall annually report to the department engineer upon the general commercial wants of his division with respect to harbor and water-way improvements, and in forwarding these reports to the chief engineer each department engineer shall make a similar report with respect to his department, and the advisory board shall likewise consider the matter in its broad national relations; each shall report upon the present and probable commercial wants of their respective fields; and they shall consider and report upon them with respect to both their present and probable commercial wants, stating what may be deemed advisable improvements, and what are the maximum improvements their harbors and water-ways are capable of, it being the intent that all work shall tend to the most perfect class and standard of work, and, as far as may be, developed into a complete and harmonious national system. The advisory board is directed to recommend to Congress the best methods to obtain these results.

Sec. 18. That all estimates and requirements for this corps, or for the work under it, shall be reported by the Secretary of War to the Secretary of the Treasury, and be by him incorporated in the book of estimates and reported to Congress.

Sec. 19. That in case the officers of this corps shall, in obedience to the requirements of public works, as herein prescribed, exceed in number the subsequent requirements of the public works, owing to the lack of appropriations, or for any other cause, the Secretary of War shall temporarily retire those officers not actually employed upon half pay, and during such period of retirement they may accept employment outside of Government service, subject to the approval of the Secretary of War; but otherwise the officers of this corps shall not hold any other civil office or engage in any civil or military occupation of a professional character; and the Secretary of War may, out of the funds which may be provided for that purpose, detail officers to visit foreign works and study foreign methods and report upon the same.

Sec. 20. That the Secretary of War shall provide such books and methods of instruction for the corps as he may deem best and for which Congress may especially provide.

Sec. 21. That the Secretary of War shall have work done by contract, after due advertisement, when he shall be satisfied that such work can be done more cheaply, and as efficiently, in that way than in any other way, and to the best interest of the Government; and he shall take adequate bond and security for the proper performance of the contracts, and all such proceedings shall be reported in full to Congress.

Sec. 22. That all parts of acts in conflict with this act are hereby repealed, and all offices in connection with these works other than those offices herein provided for are hereby vacated and the offices abolished: Provided, That this does not relate to the corps of army engineers, except as to appointments herein provided for; but no vacancies in said corps hereby caused are to be filled more rapidly than now provided for by law.

[Sec. 3 and 13 provide very elaborately, for the corps of engineers, with an expert chief and four associates at Washington, from 9 to 11 department engineers in different localities, up to 50 division engineers, up to 100 assistants, and up to 200 second assistants, and up to 4,250 cadets, with specified rates of pay for each grade.]

[Same Bill introduced in the House [H. B. 4923] Jan. 16 by Mr. Breckinridge of Arkansas.]

Senate Bill 1517.—For the construction of pier lights on the great lakes. Introduced January 18, 1888, by Mr. Sabin, Minnesota.

That the sum of twenty-five thousand dollars be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the construction of pier lights at Duluth, Lake Superior, Minnesota, Kewau-naw, Lake Michigan, Wisconsin, Charlotte Harbor, Lake Ontario, New York, Port Washington, Lake Michigan, and Wisconsin.

Senate Bill 1821.—Providing for the improvement of Saint Mary's River and Hay Lake Channel, Michigan. Introduced February 1, 1888, by Mr. Palmer, Michigan.

That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the treasury of United States not otherwise appropriated, and to be expended under direction of the Secretary of War, for the public works herein named:

For improving Saint Mary's River, Michigan, continuing improvement by a new lock and approaches, four million seven hundred and forty thousand dollars;

For improving Hay Lake Channel, Michigan, continuing improvement, two million two hundred thousand dollars, of which a sum not exceeding ten thousand dollars may be applied to the purchase of land required for right of way.

Sec. 2. That the sums herein appropriated shall be immediately available, and the Secretary of War shall prescribe such rules and regulations as may be necessary to secure a judicious and economical expenditure thereof. He shall cause to be made and submitted to Congress, on or before December first of each year, reports together with maps and plans giving detailed statements of the work done, contracts made, the expenditures thereunder or otherwise, and balances of money on hand up to November first.

Sec. 3. That it shall be the duty of the Secretary of War to apply the money herein appropriated, in carrying on the various works by contract or otherwise, as may be most economical and advantageous to the Government. Where said works are done by contract, such contract shall be made after sufficient public advertisement for proposals, in such manner and form as the Secretary of War shall prescribe, and such contracts shall be made with the lowest responsible bidders, accompanied by such securities as the Secretary of War shall require, conditioned for the faithful prosecution and completion of the work according to such contract, and for the prompt payment of all liabilities incurred in the prosecution thereof for labor and material.



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